Metropolitan Transportation Authority

Finance Committee Meeting
June 2026

Committee Members

N. Zuckerman, Chair
A. Albert
S. Chu
M. Herbst
D. Jones
C. Leathers
H. Mihaltses
M. Miller
J. Samuelsen
L. Sorin
E. Valente

Finance Committee Meeting

2 Broadway, 20th Floor Board Room
New York, NY 10004

Monday, 6/22/2026
2:00 - 3:00 PM ET

FINANCE COMMITTEE			
June 2026			
Action		**Amount**	**Short Description**
PWEF Assessment			The Board is requested to authorize remittance to the State Public Work Enforcement Fund for the current calendar year as required by State statute, State agencies and authorities are required to pay an assessment based on the value of public work construction projects to cover costs incurred in enforcing the State's prevailing wage laws.
Agency	**Vendor Name**	**Total Amount**	**Summary of Action**
MTA HQ	Milliman, Inc.	$3,022,683	Contract award for multi-agency actuarial consulting services for pension and Other Post-Employment Benefit Plans.
MTA HQ	Element Fleet Corporation	$115,802,035	Contract award for the management of MTA's fleet maintenance services.
MTA Real Estate	**Vendor Name**	**Amount**	**Short Description**
License with 980 BLC Owner LLC for staging and access for the Oak AC Substation in support of the Penn Station Access Project, Bronx, NY	980 BLC Owner LLC ("Turnbridge")	Not to exceed $87,500 per month for base term and any extension term(s), for a total compensation not to exceed $1,575,000	Authorization to enter into a license agreement for onstruction and staging in connection with the Oak AC Substation for the Penn Station Access project
Lease with JJR Realty LLC for an MTA Bus employee parking lot on 4865 Arthur Kill Road, Staten Island, NY	JJR Realty LLC	$40,000 per month for base term and any extension term(s)	Authorization to enter into license agreement for parking of licensed vehicles and shuttle bus operations of NYCT personnel between the Licensed Area and the Charleston Bus Depot
Disposition of property to Farrell Building Company, Inc. located at 52 Foster Avenue, Bridgehampton, NY	Farrell Building Company, Inc. ("Farrell")	$1,051,000	Authorization enter into a purchase and sale agreement and dispose of the Premises - 40,000± square feet of land improved with three structures

Metropolitan Transportation Authority

MTA Finance Committee

Financial Performance Report

June 22, 2026

Table of Contents

Finance Summary

Summary of Financial Results, May 2026

$ in millions	Year-to-Date May 2026				May 2026			
	Adopted Budget	Actual	Variance	% Diff	Adopted Budget	Actual	Variance	% Diff
Operating Revenue	$3,757.5	$4,315.6	$558.1	14.9%	$801.1	$1,383.7	$582.6	72.7%
Operating Subsidies*	4,167.8	4,345.2	177.4	4.3%	967.1	958.6	(8.5)	-0.9%
Operating Expenses	7,344.9	7,265.5	79.4	1.1%	1,469.0	1,415.2	53.8	3.7%
Debt Service	1,190.5	1,153.8	36.7	3.1%	211.6	186.2	25.4	12.0%
Surplus / (Deficit)			**$851.6**				**$653.3**	

Operating results are preliminary and will be revised as financial results are reviewed and audited. Net preliminary operating results for YTD May were favorable to the Adopted Budget by $852 million.

Overall Latest Condition (compared with the Adopted Budget):

Operating Revenue for YTD May was $558 million (15%) favorable, comprising favorable other operating revenue of $604 million, partially offset by unfavorable passenger revenue of $39 million (2%), and toll revenue of $7 million (less than 1%).

For the month of May, Operating Revenue was $583 million (73%) favorable, reflecting the FEMA reimbursement for COVID-related expenses of $590 million. The MTA financial plan anticipated for these funds which were budgeted in later periods. This timing-related change will be reflected in next month's financial plan update.

Operating Subsidies, which also reflect Investment Income, were favorable for YTD May by $177 million (4%). Excluding Investment Income, subsidies directed to the operating budget were favorable by $153 million (4%). This was primarily driven by favorable results for Payroll Mobility Tax (PMT) and the Urban Tax, and offset by a timing delay in the receipt of the Metropolitan Transportation Trust Fund (MTTF). In May, Operating Subsidies were $8.5M (1% unfavorable).

Operating Expenses for YTD May were $79 million (1%) favorable. In May, Operating Expenses were $54 million (4%) favorable.

Debt Service expenses for YTD May were $37 million (3%) favorable, primarily due to savings on working capital debt fees and interest, investment income, and a positive timing variance of approximately $5 million, which is expected to reverse in June. May was $25 million (12%) favorable, primarily due to savings on working capital debt fees and interest, the reversal of the prior month's negative variance related to the timing of debt service, and a separate positive timing variance of approximately $5 million, which is expected to reverse in June.

~~* Also captures Investment Income.~~

Operating Revenue

Farebox, Toll and Other Revenue

Revenue generated from subway, bus, and commuter rail fares and bridges and tunnels tolls. Other revenue includes but is not limited to fare and paratransit reimbursements, as well as advertising, rental, and parking revenue. This report represents revenues received on an accrual basis.

$ in millions	Year-to-Date May 2026				May 2026			
	Adopted Budget	Actual	Variance	% Diff	Adopted Budget	Actual	Variance	% Diff
Farebox Revenue	**$2,211.8**	**$2,172.5**	**($39.4)**	**-1.8%**	**$471.9**	**$457.0**	**($14.8)**	**-3.1%**
NYCT	1,584.9	1,551.9	(33.0)	-2.1%	334.8	327.4	(7.4)	-2.2%
Subway	1,295.3	1,283.8	(11.5)	-0.9%	274.8	271.8	(3.0)	-1.1%
Bus	260.9	240.3	(20.5)	-7.9%	53.8	49.6	(4.2)	-7.8%
Other	28.8	27.8	(1.0)	-3.4%	6.2	6.0	(0.2)	-3.5%
Staten Island Railway	1.6	1.5	(0.1)	-6.9%	0.3	0.3	(0.0)	-4.7%
MTA Bus	83.8	73.0	(10.8)	-12.9%	17.3	15.3	(2.0)	-11.5%
LIRR	274.5	276.2	1.7	0.6%	60.5	54.2	(6.3)	-10.4%
Metro-North	267.0	269.9	2.9	1.1%	58.9	59.8	0.9	1.5%
Toll Revenue	**$1,100.2**	**$1,093.2**	**($7.0)**	**-0.6%**	**$245.0**	**$239.3**	**($5.7)**	**-2.3%**
Other Revenue	**$445.5**	**$1,049.9**	**$604.4**	**135.7%**	**$84.1**	**$687.4**	**$603.2**	**716.9%**
Total	**$3,757.5**	**$4,315.6**	**$558.1**	**14.9%**	**$801.1**	**$1,383.7**	**$582.6**	**72.7%**

Passenger revenues were unfavorable by $39 million (2%) for YTD May, reflecting lower paid ridership at NYCT and MTA Bus. For the month of May, passenger revenues were unfavorable by $15 million (3%), reflecting lower paid ridership at NYCT and MTA Bus, as well as lower ridership at the LIRR due to a work stoppage.

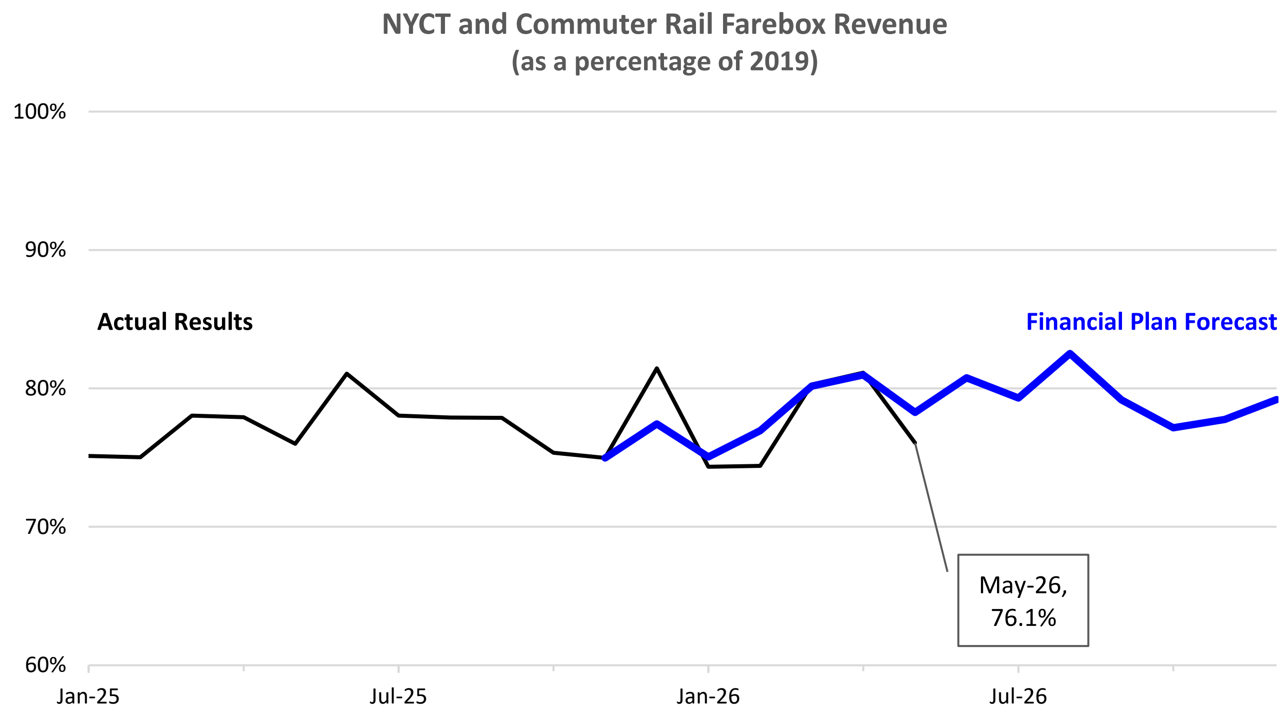
Toll revenue was unfavorable by $7 million for YTD May, reflecting the impacts from the January and February snow events. For the month of May, toll revenue was unfavorable by $6 million, mainly due to lower traffic volume.

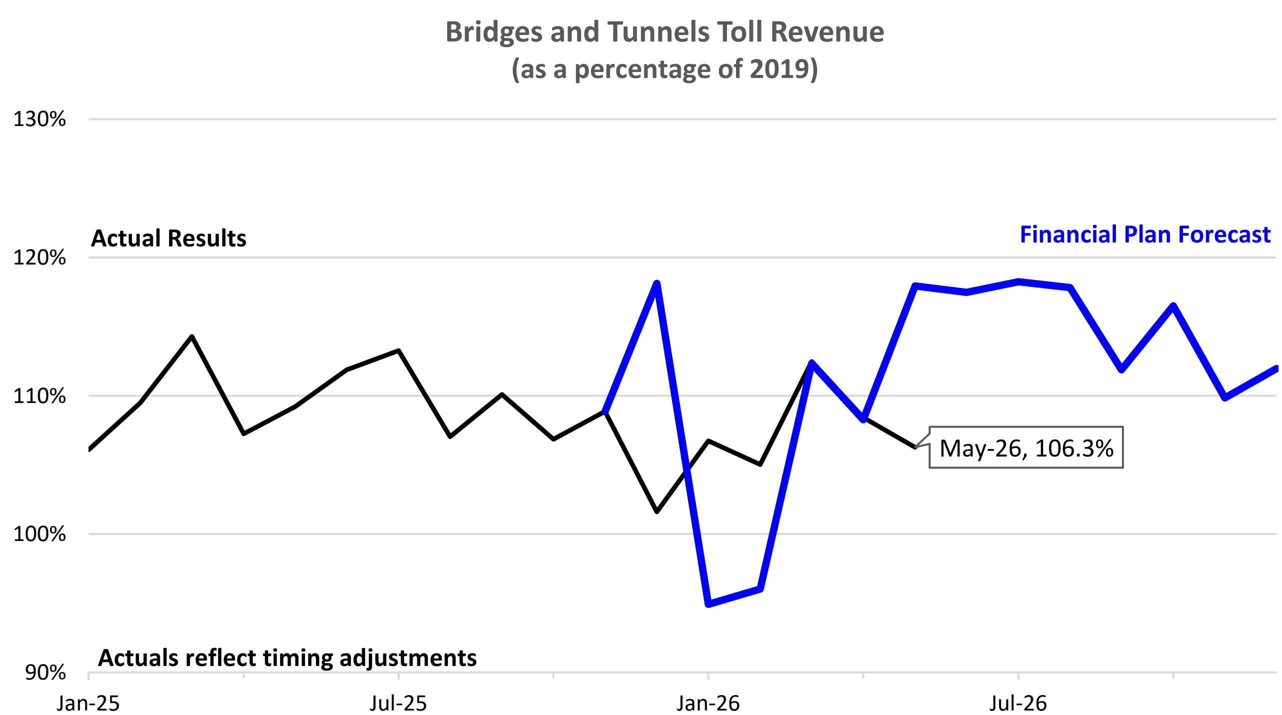
Passenger revenues remain significantly below pre-pandemic levels: YTD May passenger revenues were down $568 million (23%) compared with YTD May 2019. Toll revenue was higher by $64 million (8%). These changes from 2019 are adjusted to account for rate changes in fares and tolls during this period.

Other Revenue was favorable by $604 million for YTD May, mainly due to the receipt of $590 million in FEMA COVID reimbursement, $8 million in Fare Evasion Program funds, and $3 million in higher realized investment income at FMTAC. For the month of May, other revenue was favorable by $603 million, mostly due to the receipt of FEMA reimbursement for COVID-related expenses totalling $590 million. The MTA financial plan anticipated for these funds which were budgeted in later periods. This timing-related change will be reflected in next month's financial plan update.

MTA Farebox and Toll Revenue vs. Financial Plan Projections

MTA farebox and toll revenue versus current financial plan projections as a percentage of pre-COVID levels.

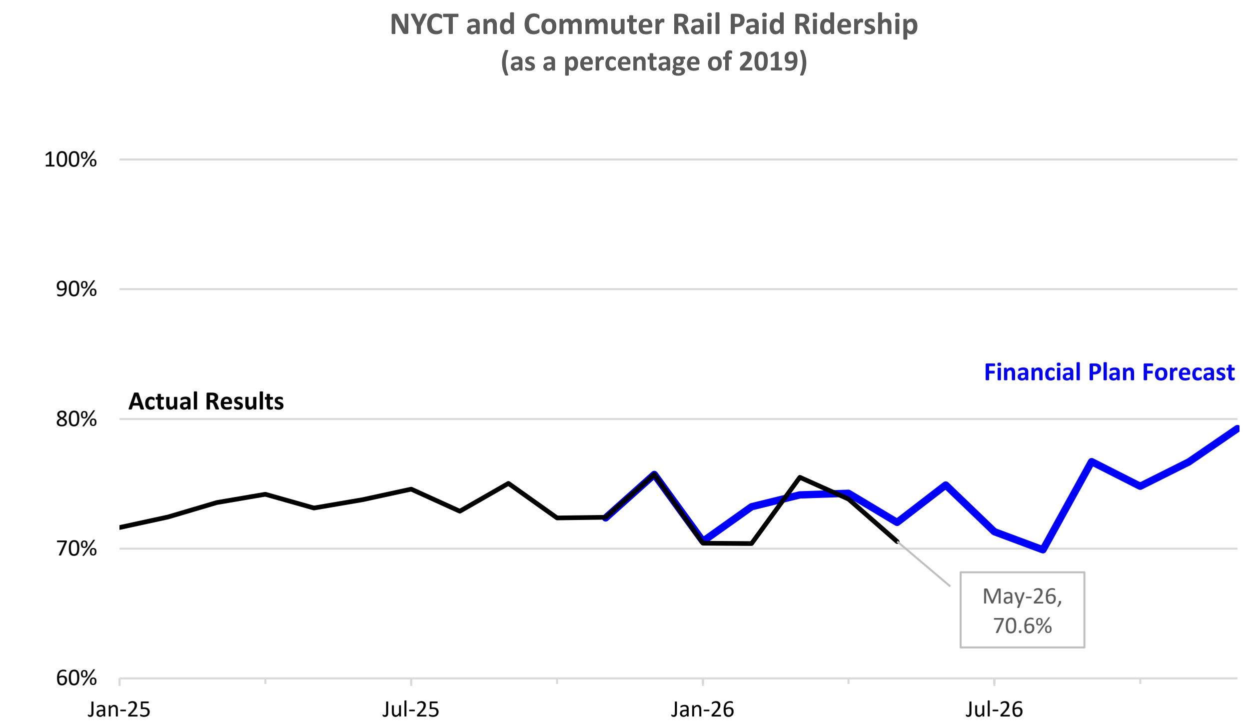


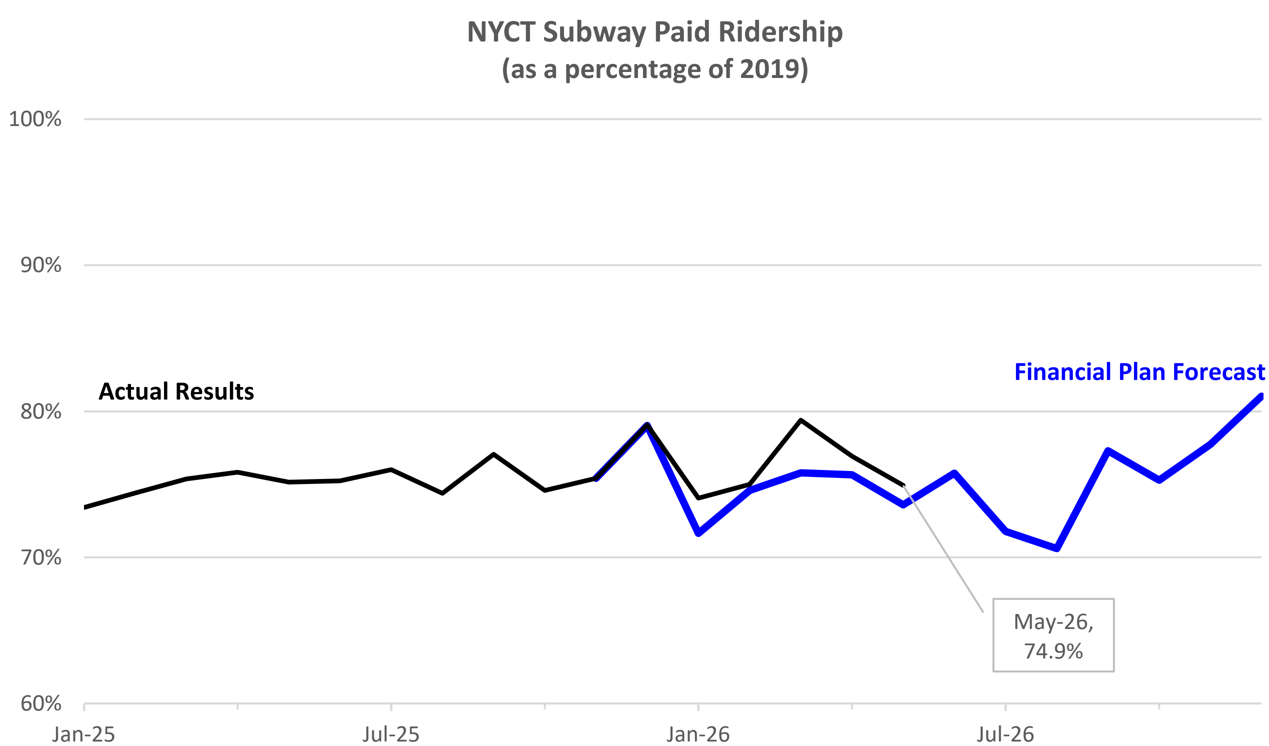


Excludes the impact of fare and toll increases.

MTA Paid Ridership vs. Financial Plan Projections

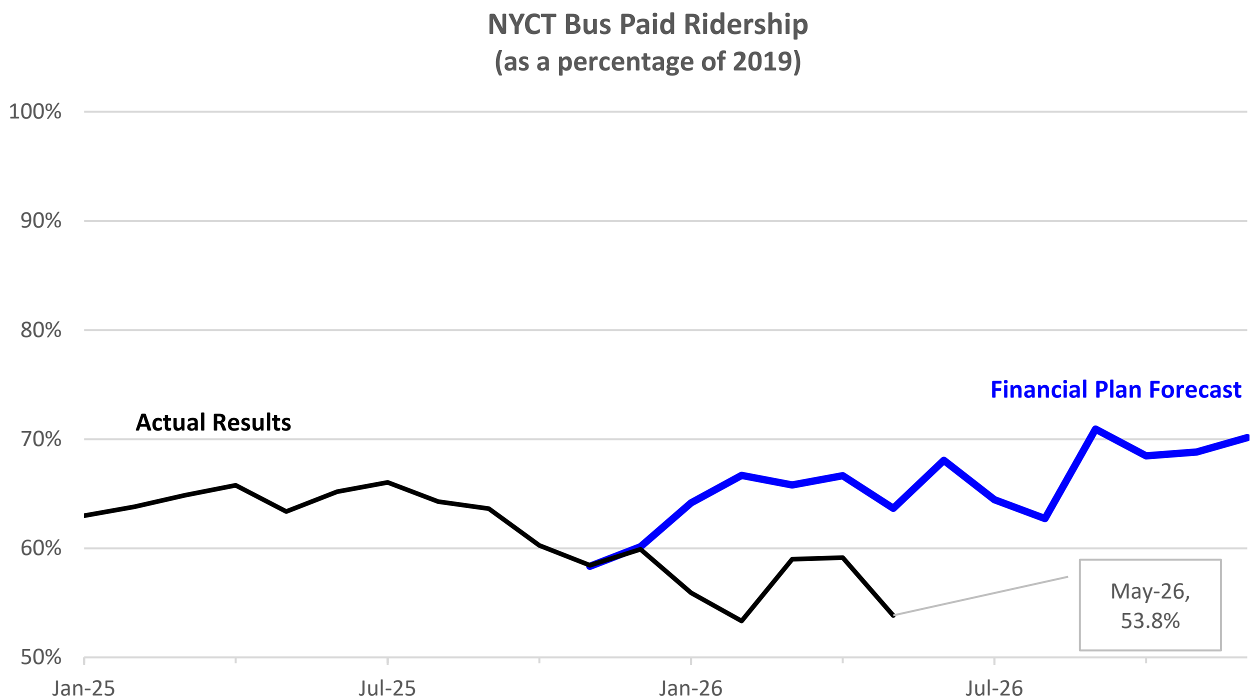
MTA paid ridership versus current financial plan projections as a percentage of pre-COVID levels.

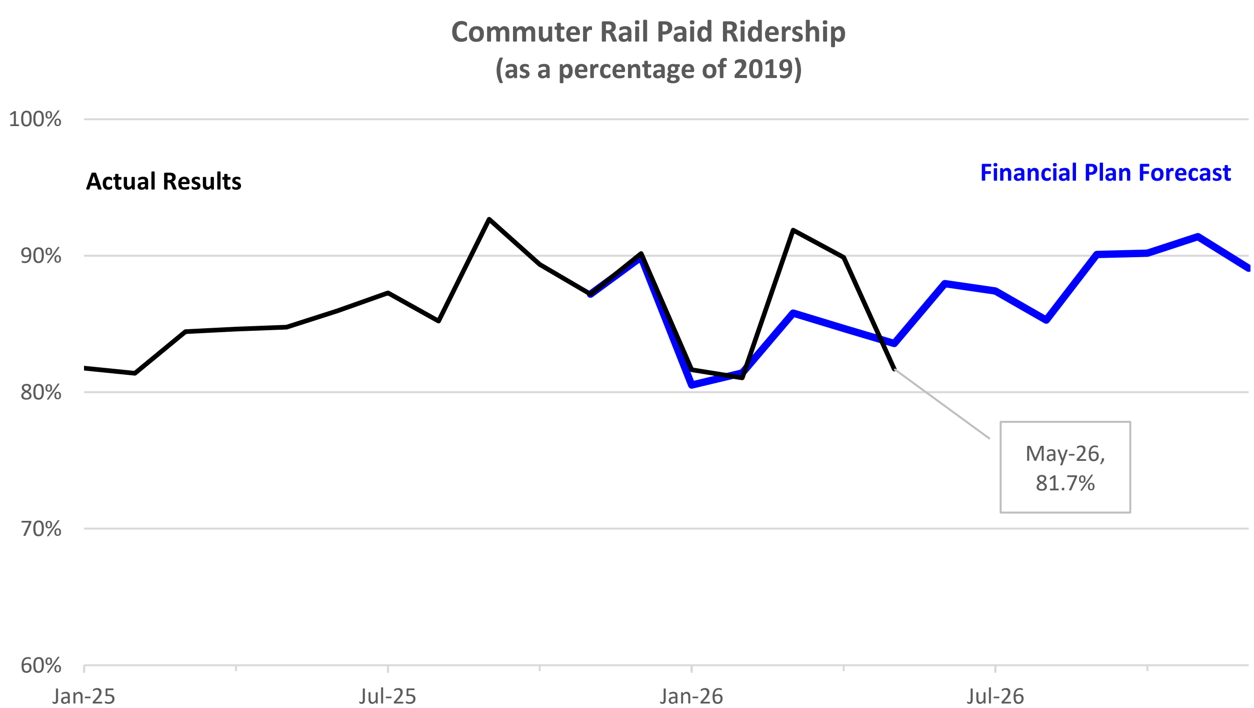




MTA Paid Ridership vs. Financial Plan Projections

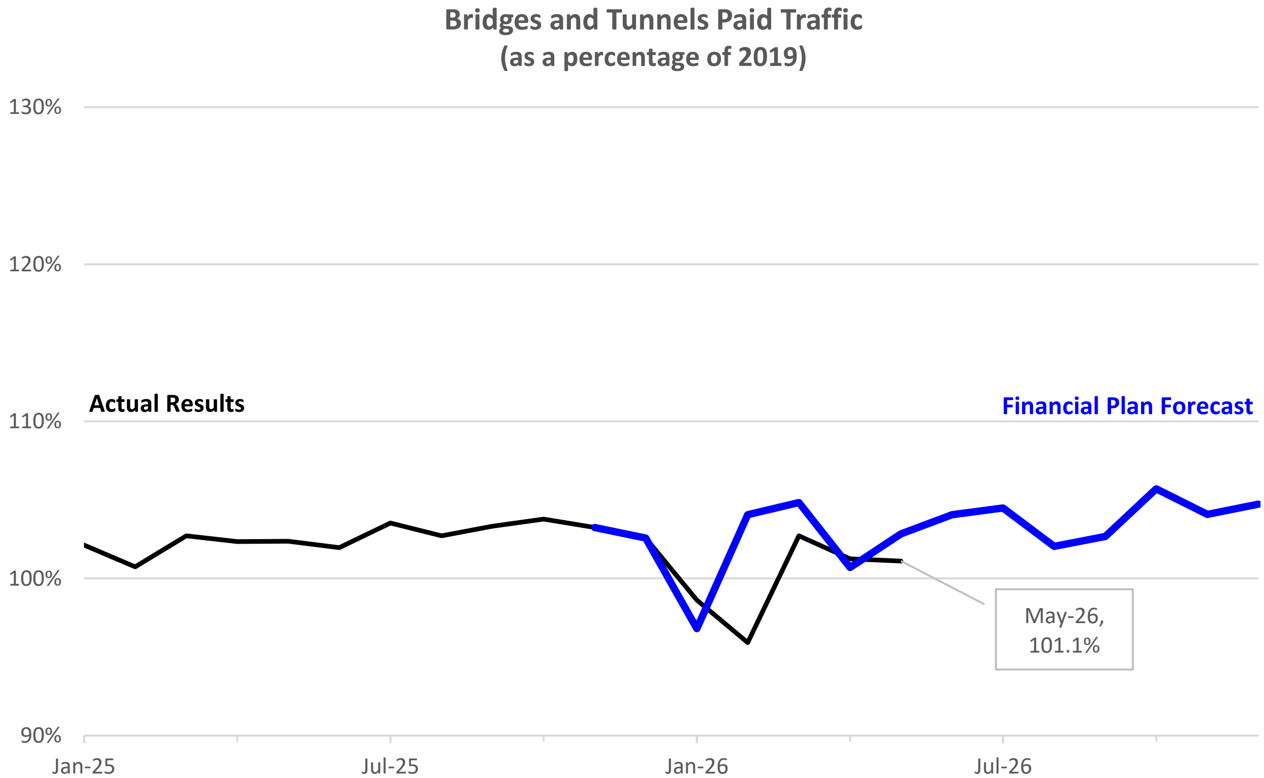
MTA paid subway and bus ridership versus current financial plan projections as a percentage of pre-COVID levels.





MTA Paid Traffic vs. Financial Plan Projections

MTA paid traffic versus current financial plan projections as a percentage of pre-COVID levels.



Total Subsidies

Subsidies - Summary

Dedicated taxes and subsidies received from the State of New York, businesses, individuals and localities in the MTA region.

$ in millions	Year-to-Date May 2026				May 2026			
	Adopted Budget	Actual	Variance	% Diff	Adopted Budget	Actual	Variance	% Diff
Operating Subsidies	$4,161.2	$4,314.6	$153.4	3.7%	$965.8	$953.3	($12.5)	-1.3%
B&T Surplus Transfer	535.3	634.6	99.2	18.5%	111.7	116.9	5.2	4.7%
Investment Income	6.6	30.7	24.0	361.9%	1.3	5.3	3.9	296.3%
Total	$4,703.1	$4,979.8	$276.7	5.9%	$1,078.8	$1,075.5	($3.3)	-0.3%
Capital Subsidies	$1,174.7	$1,317.0	$142.3	12.1%	$212.1	$232.1	$20.0	9.4%

YTD Operating Subsidies were $153 million favorable. Favorable variances were recorded for Payroll Mobility Tax (PMT) of $109 million, Urban Tax of $100 million, and Mortgage Recording Tax (MRT) of $3 million, with unfavorable variances for MTA Aid of $5 million and For-Hire Vehicle surcharge (FHV) of $3 million. Local Operating Assistance was $2 million favorable, while Metropolitan Transportation Trust Fund (MTTF) and CDOT Subsidy were $34 million and $20 million unfavorable, respectively, all due to timing.

YTD B&T Operating Surplus Transfer was $99 million favorable, and Investment Income was favorable by $24 million.

YTD through May, total resources funding the operating budget, which include Operating Subsidies, B&T Surplus Transfer and Investment Income, were favorable by $277 million.

May Operating Subsidies were $13 million unfavorable. Unfavorable variances were recorded for Urban Tax and MRT of $1 million each, with favorable variances for PMT of $29 million, FHV of $1 million, and ACE of $1 million. Unfavorable results for MTTF of $23 million, CDOT Subsidy of $18 million, and City Subsidy for MTA Bus of $2 million were all due to timing. Partially offsetting this was a favorable $2 million in Local Operating Assistance, also due to timing.

In May, B&T Surplus Transfer was favorable by $5 million, and Investment Income was favorable by $4 million.

Capital Subsidies for YTD through May were favorable by $142 million reflecting better-than-expected receipts for the Real Estate Transfer Tax of $59 million, favorable PMT Capital accruals of $44 million, and better-than-expected CBDTP net surplus of $39 million. May was favorable by $20 million reflecting favorable PMT Capital accruals of $12 million, better-than-expected Real Estate Transfer Tax receipts of $7 million, and better-than-expected CBDTP net surplus of $2 million. Receipts for both the City and State components of Internet Marketplace Tax were on target with the Adopted Budget for both YTD through May and the month of May.

Consolidated Operating Subsidies

Detailed breakout of the dedicated taxes and subsidies received from the State of New York and businesses, individuals and localities in the MTA region. This is a cash basis record that represents funding received by the MTA.

$ in millions	Year-to-Date May 2026				May 2026			
	Adopted Budget	Actual	Variance	% Diff	Adopted Budget	Actual	Variance	% Diff
Operating Subsidies	**$4,161.2**	**$4,314.6**	**$153.4**	**3.7%**	**$965.8**	**$953.3**	**($12.5)**	**-1.3%**
Metropolitan Mass Transportation Operating Assistance (MMTOA)	207.4	207.4	0.0	0.0%	207.4	207.4	0.0	0.0%
Metropolitan Transportation Trust Fund (MTTF)	369.8	336.2	(33.6)	-9.1%	161.4	138.2	(23.2)	-14.4%
Mortgage Recording Tax (MRT)	194.2	196.8	2.7	1.4%	38.8	37.8	(1.0)	-2.6%
MRT Adjustments	*0.0*	*0.0*	*0.0*	*N/A*	*0.0*	*0.0*	*0.0*	*N/A*
Urban Taxes	196.3	296.3	100.0	50.9%	39.3	38.2	(1.1)	-2.7%
Payroll Mobility Tax (PMT)	1,499.7	1,608.3	108.6	7.2%	319.6	348.5	28.9	9.0%
PMT Replacement Funds	48.9	48.9	0.0	0.0%	48.9	48.9	0.0	0.0%
MTA Aid	68.4	63.5	(4.9)	-7.2%	0.0	0.0	0.0	N/A
For-Hire Vehicle (FHV) Surcharge	145.8	143.3	(2.5)	-1.7%	29.2	30.4	1.2	4.2%
Automated Camera Enforcement (ACE)	47.2	47.5	0.3	0.6%	9.4	10.6	1.1	11.9%
Peer-to-Peer Car Sharing Trip Tax	0.3	0.2	(0.1)	N/A	0.0	0.0	0.0	N/A
State Operating Assistance	47.0	47.0	0.0	0.0%	47.0	47.0	0.0	0.0%
Local Operating Assistance	7.3	9.3	1.9	26.6%	0.0	2.3	2.3	N/A
Station Maintenance	0.0	0.0	0.0	N/A	0.0	0.0	0.0	N/A
State General Fund Subsidy	0.0	0.0	0.0	N/A	0.0	0.0	0.0	N/A
City Subsidy for MTA Bus Company	218.5	219.2	0.7	0.3%	46.5	44.0	(2.4)	-5.2%
City Subsidy for Staten Island Railway	0.0	0.0	0.0	N/A	0.0	0.0	0.0	N/A
CDOT Subsidy for Metro-North Railroad	110.5	90.9	(19.6)	-17.7%	18.3	0.0	(18.3)	-100.0%
Casino License and Gaming Tax Revenues	1,000.0	1,000.0	0.0	0.0%	0.0	0.0	0.0	N/A
Capital Subsidies*	**$0.0**	**$0.0**	**$0.0**	**N/A**	**$0.0**	**$0.0**	**$0.0**	**N/A**
Payroll Mobility Tax (PMT) for Capital Funding	676.2	720.4	44.2	6.5%	106.4	117.9	11.5	10.8%
Central Business District Tolling Program	218.0	256.7	38.8	17.8%	49.4	51.4	2.0	4.1%
Real Property Transfer Tax Surcharge	*139.9*	*199.3*	*59.4*	*42.5%*	*28.0*	*34.5*	*6.5*	*23.4%*
Internet Marketplace Tax - State	*66.0*	*65.8*	*(0.1)*	*-0.2%*	*13.3*	*13.1*	*(0.1)*	*-1.0%*
Internet Marketplace Tax - City	*74.7*	*74.7*	*0.0*	*0.0%*	*15.0*	*15.0*	*0.0*	*0.0%*
Less: Debt Service, 2020-2024 Capital Program	*(163.5)*	*(132.0)*	*31.5*	*-19.3%*	*(16.6)*	*(18.7)*	*(2.1)*	*12.4%*
Less: Debt Service, 2025-2029 Capital Program	*0.0*	*0.0*	*0.0*	*N/A*	*0.0*	*0.0*	*0.0*	*N/A*
Less: 2020-2024 Capital Program PAYGO and CBDTP Expenses	*(335.0)*	*(464.6)*	*(129.6)*	*38.7%*	*(89.1)*	*(95.5)*	*(6.4)*	*7.2%*
Less: 2025-2029 Capital Program PAYGO	*(676.2)*	*(720.4)*	*(44.2)*	*6.5%*	*(106.4)*	*(117.9)*	*(11.5)*	*10.8%*
Additional Income, Adj. and Transfers	**$541.9**	**$665.2**	**$123.3**	**22.7%**	**$113.0**	**$122.2**	**$9.2**	**8.1%**
Investment Income	6.6	30.7	24.0	361.9%	1.3	5.3	3.9	296.3%
B&T Operating Surplus Transfer	535.3	634.6	99.2	18.5%	111.7	116.9	5.2	4.7%
Total	**$4,703.1**	**$4,979.8**	**$276.7**	**5.9%**	**$1,078.8**	**$1,075.5**	**($3.3)**	**-0.3%**

* Capital Subsidies section is reported on an accrued basis.

** Central Business District Tolling Program expenses exclude debt service attributable to infrastructure financing cost of approximately $1.5 million per month.

Operating Expenses

Labor expenses and non-labor expenses rolled up by agency. For a breakdown of Operating Expenses by expense category, see the Statement of Operations. This report represents expenses on an accrual basis.

$ in millions	Year-to-Date May 2026 Adopted Budget	Actual	Variance	% Diff	May 2026 Adopted Budget	Actual	Variance	% Diff
NYCT								
Subway & Bus	$4,588.0	$4,540.7	$47.4	1.0%	$931.6	$900.5	$31.2	3.3%
Staten Island Railway	37.8	35.4	2.4	6.3%	8.6	5.8	2.8	32.9%
MTA Bus	416.2	407.7	8.4	2.0%	83.8	82.7	1.2	1.4%
Commuter Railroads								
Long Island Rail Road	$887.4	$884.2	$3.1	0.4%	$173.5	$174.9	($1.4)	-0.8%
Metro-North Railroad	702.8	716.3	(13.5)	-1.9%	136.6	133.9	2.6	1.9%
GCMOC	42.7	40.3	2.4	5.6%	8.4	8.4	0.1	0.9%
Bridges & Tunnels	$191.9	$192.4	($0.5)	-0.3%	$36.7	$43.4	($6.7)	-18.3%
Headquarters	$490.2	$445.7	$44.5	9.1%	$91.7	$66.9	$24.8	27.0%
Construction & Development	1.0	2.3	(1.3)	N/A	0.5	(0.3)	0.8	156.8%
FMTAC	(14.2)	(1.1)	(13.1)	N/A	(2.8)	(1.2)	(1.6)	N/A
Other Expense Adjustments	$1.1	$1.5	($0.3)	N/A	$0.4	$0.3	$0.1	N/A
Total	**$7,344.9**	**$7,265.5**	**$79.4**	**1.1%**	**$1,469.0**	**$1,415.2**	**$53.8**	**3.7%**

Year-to-date expenses were favorable by $79 million (1%). Payroll was $82 million favorable, mainly at NYCT ($80 million) due to vacancies. Health and Welfare/OPEB current payments were favorable by $93 million, $83 million of which was due to the timing of prescription rebate credits at NYCT. Professional service contracts were $39 million favorable, primarily at MTAHQ ($35 million), NYCT ($16 million), and MTA Bus ($6 million), all mainly due to timing. Materials and supplies were $22 million favorable, primarily at the LIRR ($21 million) and MNR ($3 million), both mainly due to timing. Paratransit service contracts was $40 million favorable, mainly due to lower trip volume and support charges. Other business expenses were favorable by $24 million, mainly at MTAHQ ($16 million) and NYCT ($3 million), both due to timing, and at B&T ($2 million) due to lower debt collection commission costs. Claims was favorable by $18 million, mainly at FMTAC ($28 million) and offset by unfavorable results for the LIRR and MTA Bus. These favorable results were partially offset by unfavorable overtime of $137 million due to higher weather-related requirements, absentee coverage needs, vacancies, and maintenance requirements at NYCT ($117 million), the LIRR ($13 million) and MTAHQ ($4 million); unfavorable electric power ($47 million), primarily at NYCT ($36 million) due to higher prices and consumption; and unfavorable insurance of $19 million at FMTAC mainly due to timing.

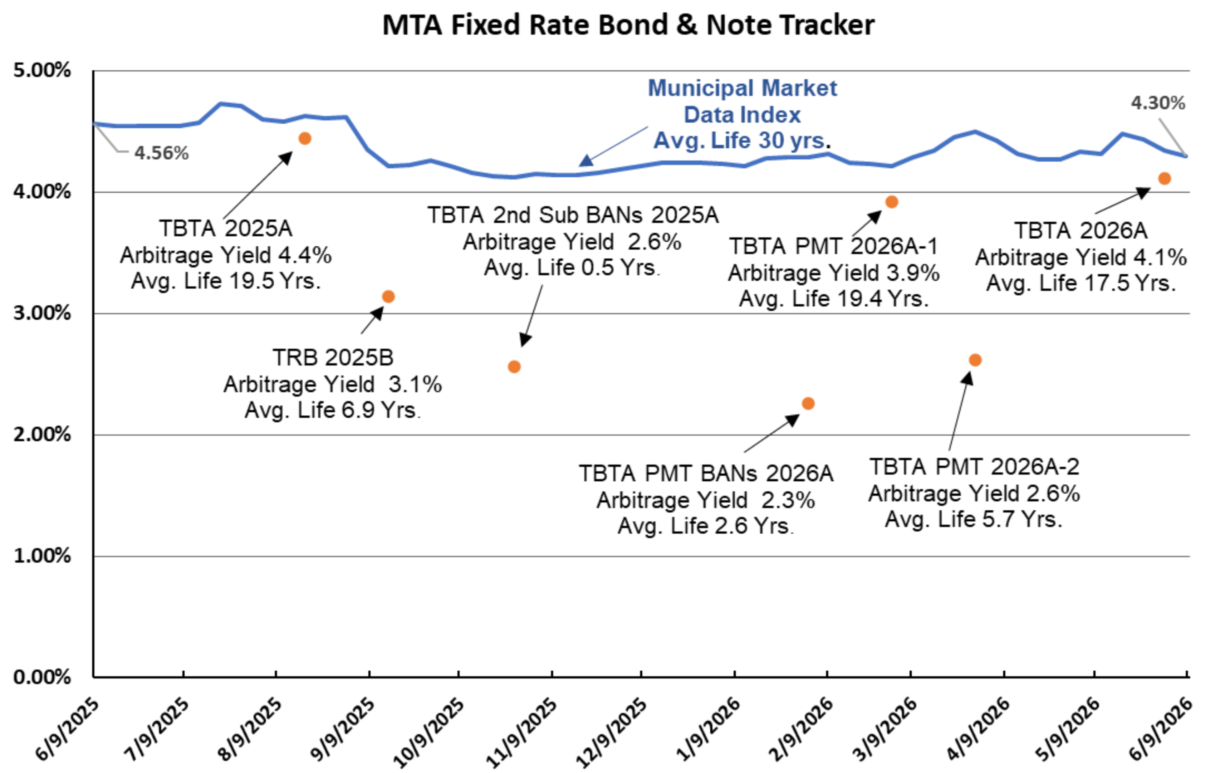
The May favorable variance of $54 million (4%) was mainly driven by favorable OPEB Current payments ($32 million), professional service contracts ($19 million), maintenance and other operating contracts ($13 million), and paratransit service contracts ($10 million). These results were partially offset by unfavorable overtime ($21 million), fuel ($9 million), and insurance ($3 million).

GCMOC - Grand Central Madison Operating Company
FMTAC - First Mutual Transportation Assurance Corporation

Capital Financing

MTA Fixed Rate Bond & Note Tracker

Tracks MTA Fixed Rate Bonds and Notes against the 30-year Municipal Market Data (MMD) Index, which is the average yield on municipal bonds with 30-year maturities that have an average rating equivalent to Aaa for Moody's and AAA for S&P.



<u>Recent Transaction</u>

<u>$895.550 million Triborough Bridge and Tunnel Authority General Revenue Bonds, Series 2026A</u>

On May 28, 2026, the MTA issued $895.550 million of Triborough Bridge and Tunnel Authority General Revenue Bonds, Series 2026A, which consisted of $525.000 million of Triborough Bridge and Tunnel Authority General Revenue Bonds, Subseries 2026A-1 and $370.550 million of Triborough Bridge and Tunnel Authority General Revenue Refunding Bonds, Subseries 2026A-2.

Purpose:

Proceeds from the Subseries 2026A-1 bonds will provide approximately $558 million of funding for approved bridge and tunnel capital projects, and proceeds from the Subseries 2026A-2 bonds will be used to refinance certain outstanding Triborough Bridge and Tunnel Authority General Revenue Bonds, including bonds issued as Build America Bonds.

Key Terms:

- Par Amount: $895.550 million
- All-in TIC: 4.508%

- Average Life: 17.47 years
- NPV Savings: $27.825 million (6.717% of refunded par)
- Final Maturity: November 15, 2056
- Underwriter’s Discount[1]: $3.944 million ($4.40/bond)
- Cost of Issuance[1]: $1.133 million ($1.27/bond)
- Credit Ratings: AA- / AA-/AA (S&P/Fitch/ Kroll)

Lead Participants:

- Book-running Senior Manager: BofA Securities
- Special Co-Senior Managers: Blaylock Van, LLC (MBE), Mischler Financial Group, Inc. (SDVOB), Stern Brothers & Co. (WBE)
- Bond Counsel: Orrick, Herrington & Sutcliffe LLP and Bryant Rabbino (MBE)
- Financial Advisors: Public Resources Advisory Group and Backstrom McCarley Berry & Co., LLC (MBE)

[1] Underwriter’s Discount is comprised of underwriter’s compensation and reimbursement of expenses. Cost of Issuance includes legal, advisory, and rating agencies' fees.

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan - 2026 Adopted Budget
Accrual Statement of Operations by Category
May 2026 Year-to-Date
($ in millions)

	Non-Reimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Variance: Fav/(Unfav) Dollars	Variance: Fav/(Unfav) Percent	Adopted Budget	Actual	Variance: Fav/(Unfav) Dollars	Variance: Fav/(Unfav) Percent	Adopted Budget	Actual	Variance: Fav/(Unfav) Dollars	Variance: Fav/(Unfav) Percent
Revenue												
Farebox Revenue	$2,211.8	$2,172.5	($39.4)	(1.8)	$0.000	$0.000	$0.000	N/A	$2,211.8	$2,172.5	($39.4)	(1.8)
Toll Revenue	1,100.2	1,093.2	(7.0)	**(0.6)**	0.000	0.000	0.000	N/A	1,100.2	1,093.2	(7.0)	**(0.6)**
Other Revenue	445.5	1,049.9	604.4	> 100.0	0.0	(0.5)	(0.5)	N/A	445.5	1,049.4	603.9	>100.0
Capital and Other Reimbursements	0.0	0.0	0.0	N/A	1,103.1	1,016.8	(86.4)	(7.8)	1,103.1	1,016.8	(86.4)	(7.8)
Total Revenues	**$3,757.5**	**$4,315.6**	**$558.1**	**14.9**	**$1,103.1**	**$1,016.3**	**($86.9)**	**(7.9)**	**$4,860.6**	**$5,331.9**	**$471.2**	**9.7**
Expenses												
Labor:												
Payroll	$2,689.6	$2,607.9	$81.7	3.0	$387.6	$322.9	$64.6	16.7	$3,077.2	$2,930.9	$146.3	4.8
Overtime	381.7	518.3	(136.6)	(35.8)	107.4	113.2	(5.8)	5.4	489.1	631.5	(142.4)	(29.1)
Health and Welfare	831.8	785.3	46.6	5.6	47.4	40.5	6.9	14.5	879.2	825.8	53.4	6.1
OPEB Current Payments	391.4	344.8	46.6	11.9	7.7	7.6	0.1	1.8	399.2	352.4	46.8	11.7
Pension	692.1	706.7	(14.6)	(2.1)	55.6	40.1	15.5	27.9	747.7	746.8	0.9	0.1
Other Fringe Benefits	487.5	497.8	(10.3)	(2.1)	133.2	121.4	11.7	8.8	620.7	619.2	1.5	0.2
Reimbursable Overhead	(228.8)	(231.1)	2.3	1.0	228.8	229.9	(1.2)	(0.5)	0.0	(1.2)	1.2	>100.0
Total Labor Expenses	**$5,245.4**	**$5,229.7**	**$15.7**	***0.3***	**$967.6**	**$875.7**	**$91.9**	***9.5***	**$6,213.0**	**$6,105.4**	**$107.6**	***1.7***
Non-Labor:												
Electric Power	$270.3	$317.2	($46.8)	(17.3)	$0.3	$0.4	($0.1)	(55.7)	$270.6	$317.6	($46.9)	(17.3)
Fuel	98.7	111.9	(13.2)	(13.4)	0.1	0.3	(0.2)	<(100.0)	98.8	112.2	(13.4)	(13.6)
Insurance	10.3	28.9	(18.6)	<(100.0)	4.0	3.4	0.6	15.3	14.3	32.3	(18.0)	<(100.0)
Claims	183.0	165.5	17.5	9.6	0.0	0.0	0.0	N/A	183.0	165.5	17.5	9.6
Paratransit Service Contracts	345.3	305.3	40.0	11.6	0.0	0.0	0.0	N/A	345.3	305.3	40.0	11.6
Maintenance and Other Operating Contracts	410.9	394.5	16.4	4.0	34.4	35.7	(1.3)	(3.7)	445.3	430.2	15.1	3.4
Professional Services Contracts	319.7	280.3	39.4	12.3	51.4	47.7	3.8	7.4	371.1	327.9	43.2	11.6
Materials and Supplies	327.1	305.1	22.0	6.7	46.0	50.6	(4.7)	(10.2)	373.0	355.8	17.3	4.6
Other Business Expenses	137.3	113.0	24.3	17.7	(0.6)	2.5	(3.1)	<(100.0)	136.7	115.5	21.2	15.5
Total Non-Labor Expenses	**$ 2,102.6**	**$ 2,021.7**	**$ 80.9**	***3.8***	**$135.5**	**$140.6**	**($5.1)**	**(3.7)**	**$ 2,238.1**	**$ 2,162.2**	**$ 75.9**	***3.4***
Other Expense Adjustments												
Other	$ (3.1)	$ 14.1	($17.2)	<(100.0)	$0.0	$0.0	$0.0	N/A	$ (3.1)	$ 14.1	$ (17.2)	<(100.0)
General Reserve	0.0	0.0	0.0	N/A	0.0	0.0	0.0	N/A	0.0	0.0	0.0	N/A
Total Other Expense Adjustments	**$ (3.1)**	**$ 14.1**	**($17.2)**	<(100.0)	**$0.0**	**$0.0**	**$0.0**	**N/A**	**$ (3.1)**	**$ 14.1**	**$ 17.2**	**>100.0**
Total Expenses Before Non-Cash Liability Adjs.	**$7,344.9**	**$7,265.5**	**$79.4**	**1.1**	**$1,103.1**	**$1,016.3**	**$86.9**	**7.9**	**$8,448.0**	**$8,281.7**	**$166.3**	**2.0**
Depreciation	1,636.1	1,632.1	4.0	0.2	0.0	0.0	0.0	N/A	1,636.1	1,632.1	4.022	0.2
GASB 49 Environmental Remediation	2.5	4.1	(1.6)	(65.9)	0.0	0.0	0.0	N/A	2.5	4.1	(1.648)	(65.9)
GASB 68 Pension Expense Adjustment	0.0	0.0	0.0	100.0	0.0	0.0	0.0	N/A	0.0	0.0	0.000	100.0
GASB 75 OPEB Expense Adjustment	0.0	0.0	0.0	N/A	0.0	0.0	0.0	N/A	0.0	0.0	0.000	N/A
GASB 87 Lease Adjustment	12.0	10.7	1.3	11.1	0.0	0.0	0.0	N/A	12.0	10.7	1.341	11.1
GASB 96 SBITA Adjustment	18.3	21.0	(2.7)	(14.8)	0.0	0.0	0.0	N/A	18.3	21.0	(2.711)	(14.8)
GASB 101 Compensated Absences	8.3	13.1	(4.8)	(58.0)	0.0	0.0	0.0	N/A	8.3	13.1	(4.813)	(58.0)
Total Non-Cash Liability Adjustments	**$ 1,677.2**	**$ 1,681.0**	**($3.8)**	(0.2)	**$0.0**	**$0.0**	**$0.0**	**N/A**	**$ 1,677.2**	**$ 1,681.0**	**$ (3.8)**	**(0.2)**
Total Expenses After Non-Cash Liability Adjs.	**$9,022.1**	**$8,946.5**	**$75.6**	**0.8**	**$1,103.1**	**$1,016.3**	**$86.9**	**7.9**	**$10,125.2**	**$9,962.7**	**$162.5**	**1.6**
Less: B&T Depreciation & GASB Adjustments	$96.6	$108.1	($11.5)	(11.9)	$0.0	$0.0	$0.0	N/A	$96.6	$108.1	($11.5)	(11.9)
Adjusted Total Expenses	**$8,925.5**	**$8,838.4**	**$87.1**	**0.0**	**$1,103.1**	**$1,016.3**	**$86.9**	**0.0**	**$10,028.6**	**$9,854.7**	**$174.0**	**0.0**
Net Surplus/(Deficit)	**($5,168.0)**	**($4,522.8)**	**$645.2**	**0.0**	**$0.0**	**$0.0**	**$0.0**	**(0.0)**	**($5,168.0)**	**($4,522.8)**	**$645.2**	**0.0**
Total Subsidies	**$6,371.9**	**$6,888.1**	**$516.2**	**8.1**	**$0.0**	**$0.0**	**$0.0**	**N/A**	**$6,371.9**	**$6,888.1**	**$516.2**	**8.1**
Debt Service	**1,190.5**	**1,153.8**	**36.7**	**3.1**	**0.0**	**0.0**	**0.0**	**N/A**	**1,190.5**	**1,153.8**	**36.7**	**3.1**

Notes: Totals may not add due to rounding.
Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the YTD results.

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan - 2026 Adopted Budget
Accrual Statement of Operations by Category
May 2026 Monthly
($ in millions)

	Non-Reimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Variance: Fav/(Unfav) Dollars	Variance: Fav/(Unfav) Percent	Adopted Budget	Actual	Variance: Fav/(Unfav) Dollars	Variance: Fav/(Unfav) Percent	Adopted Budget	Actual	Variance: Fav/(Unfav) Dollars	Variance: Fav/(Unfav) Percent
Revenue												
Farebox Revenue	$471.9	$457.0	($14.8)	(3.1)	$0.000	$0.000	$0.000	N/A	$471.9	$457.0	($14.8)	(3.1)
Toll Revenue	245.0	239.3	(5.7)	**(2.3)**	0.000	0.000	0.000	N/A	245.0	239.3	(5.7)	**(2.3)**
Other Revenue	84.1	687.4	603.2	> 100.0	0.0	0.3	0.3	N/A	84.1	687.6	603.5	>100.0
Capital and Other Reimbursements	0.0	0.0	0.0	N/A	225.8	218.1	(7.7)	(3.4)	225.8	218.1	(7.7)	(3.4)
Total Revenues	**$801.1**	**$1,383.7**	**$582.6**	**72.7**	**$225.8**	**$218.3**	**($7.4)**	**(3.3)**	**$1,026.8**	**$1,602.1**	**$575.2**	**56.0**
Expenses												
Labor:												
Payroll	$546.7	$537.5	$9.2	1.7	$78.8	$66.2	$12.6	16.0	$625.5	$603.6	$21.9	3.5
Overtime	74.2	95.0	(20.8)	(28.0)	23.3	25.0	(1.7)	7.3	97.5	120.0	(22.5)	(23.1)
Health and Welfare	166.4	162.8	3.6	2.1	9.9	8.5	1.5	14.7	176.3	171.3	5.0	2.8
OPEB Current Payments	76.5	44.3	32.3	42.2	1.5	1.5	0.0	(0.2)	78.1	45.8	32.3	41.4
Pension	138.8	141.1	(2.3)	(1.6)	11.6	8.2	3.4	29.0	150.4	149.3	1.1	0.7
Other Fringe Benefits	97.0	99.7	(2.8)	(2.8)	27.2	25.3	2.0	7.3	124.2	125.0	(0.8)	(0.6)
Reimbursable Overhead	(47.3)	(49.9)	2.6	5.5	47.3	49.8	(2.5)	(5.3)	0.0	(0.1)	0.1	>100.0
Total Labor Expenses	**$1,052.3**	**$1,030.4**	**$21.8**	***2.1***	**$199.7**	**$184.5**	**$15.2**	***7.6***	**$1,252.0**	**$1,214.9**	**$37.1**	***3.0***
Non-Labor:												
Electric Power	$51.2	$52.4	($1.2)	(2.3)	$0.1	$0.1	$0.0	(19.5)	$51.2	$52.4	($1.2)	(2.3)
Fuel	16.6	25.4	(8.8)	(53.0)	0.0	0.0	0.0	95.6	16.6	25.4	(8.8)	(52.9)
Insurance	2.2	5.1	(2.8)	<(100.0)	0.9	0.7	0.2	22.4	3.1	5.7	(2.6)	(84.4)
Claims	36.5	32.0	4.5	12.2	0.0	0.0	0.0	N/A	36.5	32.0	4.5	12.2
Paratransit Service Contracts	75.2	65.6	9.7	12.9	0.0	0.0	0.0	N/A	75.2	65.6	9.7	12.9
Maintenance and Other Operating Contracts	82.9	69.6	13.3	16.0	5.9	9.4	(3.5)	(58.4)	88.8	79.0	9.8	11.1
Professional Services Contracts	66.5	47.7	18.8	28.3	8.6	11.9	(3.3)	(37.9)	75.1	59.5	15.6	20.7
Materials and Supplies	62.7	62.0	0.6	1.0	10.2	11.3	(1.1)	(10.5)	72.9	73.3	(0.5)	(0.6)
Other Business Expenses	23.4	23.5	0.0	0.2	0.4	0.6	(0.2)	58.8	23.8	24.0	(0.3)	1.1
Total Non-Labor Expenses	**$ 417.2**	**$ 383.2**	**$ 34.0**	***8.2***	**$26.0**	**$33.8**	**($7.8)**	**(29.9)**	**$ 443.2**	**$ 417.0**	**$ 26.2**	***5.9***
Other Expense Adjustments												
Other	$ (0.4)	$ 1.6	($2.0)	<(100.0)	$0.0	$0.0	$0.0	N/A	$ (0.4)	$ 1.6	$ (2.0)	<(100.0)
General Reserve	0.0	0.0	0.0	N/A	0.0	0.0	0.0	N/A	0.0	0.0	0.0	N/A
Total Other Expense Adjustments	**$ (0.4)**	**$ 1.6**	**($2.0)**	<(100.0)	**$0.0**	**$0.0**	**$0.0**	**N/A**	**$ (0.4)**	**$ 1.6**	**$ 2.0**	**>100.0**
Total Expenses Before Non-Cash Liability Adjs.	**$1,469.0**	**$1,415.2**	**$53.8**	**3.7**	**$225.8**	**$218.3**	**$7.4**	**3.3**	**$1,694.8**	**$1,633.5**	**$61.3**	**3.6**
Depreciation	327.2	327.4	(0.1)	(0.0)	0.0	0.0	0.0	N/A	327.2	327.4	(0.140)	(0.0)
GASB 49 Environmental Remediation	0.5	1.2	(0.7)	<(100.0)	0.0	0.0	0.0	N/A	0.5	1.2	(0.688)	<(100.0)
GASB 68 Pension Expense Adjustment	0.0	0.0	0.0	100.0	0.0	0.0	0.0	N/A	0.0	0.0	0.000	100.0
GASB 75 OPEB Expense Adjustment	0.0	0.0	0.0	N/A	0.0	0.0	0.0	N/A	0.0	0.0	0.000	N/A
GASB 87 Lease Adjustment	3.7	0.7	3.0	80.8	0.0	0.0	0.0	N/A	3.7	0.7	2.952	80.8
GASB 96 SBITA Adjustment	7.0	5.8	1.2	17.1	0.0	0.0	0.0	N/A	7.0	5.8	1.203	17.1
GASB 101 Compensated Absences	1.7	3.4	(1.8)	<(100.0)	0.0	0.0	0.0	N/A	1.7	3.4	(1.774)	<(100.0)
Total Non-Cash Liability Adjustments	**$ 340.1**	**$ 338.5**	**$1.6**	***0.5***	**$0.0**	**$0.0**	**$0.0**	**N/A**	**$ 340.1**	**$ 338.5**	**$ 1.6**	***0.5***
Total Expenses After Non-Cash Liability Adjs.	**$1,809.1**	**$1,753.7**	**$55.4**	**3.1**	**$225.8**	**$218.3**	**$7.4**	**3.3**	**$2,034.9**	**$1,972.0**	**$62.8**	**3.1**
Less: B&T Depreciation & GASB Adjustments	$18.5	$21.6	($3.2)	(17.0)	$0.0	$0.0	$0.0	N/A	$18.5	$21.6	($3.2)	(17.0)
Adjusted Total Expenses	**$1,790.6**	**$1,732.1**	**$58.5**	**0.0**	**$225.8**	**$218.3**	**$7.4**	**0.0**	**$2,016.4**	**$1,950.4**	**$66.0**	**0.0**
Net Surplus/(Deficit)	**($989.5)**	**($348.4)**	**$641.2**	**0.0**	**$0.0**	**$0.0**	**$0.0**	**(0.0)**	**($989.5)**	**($348.4)**	**$641.2**	**0.0**
Total Subsidies	**$740.8**	**$2,985.7**	**$2,244.9**	**> 100.0**	**$0.0**	**$0.0**	**$0.0**	**N/A**	**$740.8**	**$2,985.7**	**$2,244.9**	**>100.0**
Debt Service	**211.6**	**186.2**	**25.4**	**12.0**	**0.0**	**0.0**	**0.0**	**N/A**	**211.6**	**186.2**	**25.4**	**12.0**

Notes: Totals may not add due to rounding.
Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the YTD results.

Total Positions

Total Positions by Agency

The total number of employees at each agency. Totals may differ due to rounding.

Agency	Adopted Budget	May Actual	Variance
Total Positions, All Agencies	**75,322**	**72,609**	**2,712**
NYC Transit	50,471	47,995	2,476
MTA Bus Company	4,057	3,949	108
Staten Island Railway	435	408	27
Long Island Rail Road	8,086	7,819	267
GCMOC[1]	10	9	1
Metro-North Railroad	6,948	6,716	232
Headquarters	3,570	3,759	(189)
Bridges & Tunnels	939	872	67
Construction & Development	805	1,082	(277)
Reimbursable Positions	**8,018**	**6,996**	**1,022**
Non-Reimbursable Positions	**67,304**	**65,613**	**1,691**

On an MTA-Wide basis, there were 2,712 vacancies in May, representing a vacancy rate of (4%), which was primarily comprised of vacancies in operations and maintenance (80% of total vacancies).

Positions data are as of June 18, 2026 and are subject to revision as well as adjustments.
GCMOC - Grand Central Madison Operating Company

Total Positions by Function and Agency

The number of employees at each agency by position function.

Function/Agency	Adopted Budget	May Actual	Variance
Administration	**4,814**	**4,630**	**184**
NYC Transit	890	591	299
Bus Company	124	62	62
Staten Island Railway	32	32	-
LIRR	532	501	31
GCMOC	10	9	1
MNR	552	515	37
HQ	2,137	2,300	(163)
Bridges & Tunnels	71	45	26
C&D	467	575	(108)
Operations	**32,672**	**31,839**	**833**
NYC Transit	24,463	23,509	954
Bus Company	2,745	2,805	(60)
Staten Island Railway	157	149	8
LIRR	2,850	2,870	(20)
GCMOC	-	-	-
MNR	2,343	2,389	(46)
HQ	-	-	-
Bridges & Tunnels	114	117	(3)
C&D	-	-	-
Maintenance	**33,625**	**32,280**	**1,346**
NYC Transit	23,341	22,525	815
Bus Company	1,149	1,056	93
Staten Island Railway	240	220	20
LIRR	4,529	4,346	183
GCMOC	-	-	-
MNR	3,978	3,750	228
HQ	-	-	-
Bridges & Tunnels	388	382	6
C&D	-	-	-
Engineering/Capital	**1,651**	**1,360**	**291**
NYC Transit	913	565	348
Bus Company	26	20	6
Staten Island Railway	6	7	(1)
LIRR	175	102	73
GCMOC	-	-	-
MNR	75	62	13
HQ	-	-	-
Bridges & Tunnels	118	97	21
C&D	338	507	(169)
Public Safety	**2,559**	**2,501**	**58**
NYC Transit	865	805	60
Bus Company	13	6	7
Staten Island Railway	-	-	-
LIRR	-	-	-
GCMOC	-	-	-
MNR	-	-	-
HQ	1,433	1,459	(26)
Bridges & Tunnels	248	231	17
C&D	-	-	-
Total Positions	**75,322**	**72,609**	**2,712**

Farebox Operating Ratios

	Adopted Budget	May Actual YTD
New York City Transit	35.3%	35.0%
Staten Island Railway	5.8%	5.9%
Long Island Rail Road	31.6%	29.8%
Metro-North Railroad	40.3%	38.5%
MTA Bus Company	21.6%	19.2%
MTA Total Agency Average	**34.3%**	**33.5%**

Farebox operating ratio focuses on Agency operating financial performance. It reflects the way the MTA meets its statutory and bond-covenant budget-balancing requirements, and it excludes certain costs that are not subject to Agency control, but are provided centrally by the MTA.

In the agenda materials for the Metro-North/Long Island Rail Road Committee meeting, farebox operating ratios for the LIRR and MNR use a revised methodology to put the railroads on a more comparable basis, and differ from the statistics presented in this table.

Long Island Rail Road farebox operating ratios include expenses associated with the Grand Central Madison Operating Company (GCMOC), which is responsible for the LIRR-operating portion of Grand Central Terminal.

Joint Minutes of the Metropolitan Transportation Authority, the New York City Transit Authority, the Manhattan and Bronx Surface Transit Operating Authority, the Staten Island Rapid Transit Operating Authority, the Metropolitan Suburban Bus Authority, the Triborough Bridge and Tunnel Authority, the Long Island Rail Road Company, Metro-North Commuter Railroad Company, MTA Construction and Development Company, the MTA Bus Company, Grand Central Madison Operating Company, and the First Mutual Transportation Assurance Company

Joint Meeting of the Triborough Bridges & Tunnel Authority, the Long Island Rail Road, Metro North, Capital Program and New York City Transit, Audit, Corporate Governance and Finance Committees and the MTA Board
Meeting Minutes
Wednesday, May 20, 2026
9:00 AM
2 Broadway
New York, New York

The following Board Members were present:
Hon. Janno Lieber, Chair & CEO
Hon. Samuel Chu
Hon. Haeda B. Mihaltses
Hon. Melva M. Miller
Hon. Lisa Sorin
Hon. Dr. John-Ross Rizzo
Hon. Daniel Garodnick
Hon. David Jones
Hon. Marc Herbst
Hon. Blanca P. López
Hon. Neal Zuckerman
Hon. Michael Fleischer
Hon. James O'Donnell
The following alternate non-voting members were present:
Hon. Andrew Albert
Hon. Gerard Bringmann
Hon. Randolph Glucksman
Hon. Christopher Leathers
Hon. Edward Valente
The following Board Members were not present:
Hon. John Samuelsen
Hon. David Mack

Paige Graves, General Counsel, John McCarthy, Chief of External Relations & Policy, Jai Patel, Chief Financial Officer, Anita Miller, Chief Labor and Employee Relations Officer, Justin Vonashek, Metro-North President, Robert Free, LIRR President, Catherine Sheridan, TBTA President, Demetrius Crichlow, New York City Transit President, Jamie Torres-Springer, MTA C&D President, Shanifah Rieara, Senior Advisor for Communications and Policy/Chief Customer Officer, Juliette Michaelson, Chief of Staff & Strategic Planning, Sergio Paneque, Chief Procurement Officer, Monica Murray, Auditor General, Jim McGovern, MTA Deputy Chief from the Comptroller's Office, Lamond Kearse, Chief Compliance Officer, Rafail Portnoy, Chief Technology Officer, and Michael Kemper, Chief Security Officer, also attended this meeting.

Chair Lieber called to order the May joint meeting of the MTA Board and Committees (TBTA, Joint Railroad, New York City Transit, Capital Program, Audit, Corporate Governance, and Finance Committees).

A safety announcement was made.

1. **PUBLIC SPEAKERS**

The following people spoke, either virtually or in-person. The moderator reminded public speakers of the rules of conduct and the two-minute speaking limit. The moderator advised that the public comment will be recorded, published to the MTA website, and available for MTA Board Members' review.

The following public speakers commented (*live virtual comments):
Jason Anthony, LIRR ADA Task Force
Betsy Plum, Riders Alliance
Jeremiah Gonzalez, Riders Alliance
Christopher Greif*, NYCTRC & ACTA LIRR ADA Task Force
Oliver Chessler, private citizen
Jesse Figueroa*, ADA Accessibility
Miriam Fisher*, Independent
Abrahan Cruz*, Riders Alliance
Lisa Daglian, PCAC
Michael Acevedo, private citizen
Solomon Blecher, Riders Alliance
Alexis Foote, Riders Alliance
Iris Kelly, Disabled in Action
Mike Howard, private citizen
Andy Chen, private citizen
Renee Rizzo*, private citizen
Aleta Dupree*, Team Folds
Parker Singleton, private citizen

Robert Fouche, private citizen
Constance Lesold, Eastern Parkway Environmental Alliance
Michael Ring, Disabled in Action

Refer to the video recording of the meeting produced by the MTA and maintained in MTA records for the details.

2. CHAIR'S REMARKS

Chair Lieber thanked those participating in the meeting.

Chair Lieber reported that the MTA and the Long Island Rail Road (LIRR) reached a labor agreement that enabled the restoration of full LIRR service. He thanked Governor Hochul for leadership throughout the negotiations and recognized MTA staff, labor relations personnel, and employees across the agency who supported the negotiation process and implemented temporary transportation alternatives during the service disruption. He also acknowledged LIRR customers who experienced uncertainty and inconvenience during the labor disruption.

Chair Lieber discussed the recent electrical fire at Penn Station that temporarily affected rail operations and noted the importance of Grand Central Madison in maintaining service continuity during the incident.

Chair Lieber provided an update on federal funding matters, including the receipt of COVID-related reimbursements, progress on federal funding for the Second Avenue Subway Phase 2 project, and the release of previously delayed federal accessibility grant funding. He thanked federal partners, including Senator Gillibrand, for their support.

Chair Lieber highlighted recent accessibility milestones, including the opening of a new accessible ramp at Harlem–148 Street Station and the announcement of a public-private partnership with Columbia University to make the 116 Street–Columbia University station accessible.

Chair Lieber also discussed ongoing bus service improvements, including the expansion of Automated Camera Enforcement (ACE) technology and continued collaboration between the MTA and New York City Department of Transportation on initiatives to improve bus service and reliability throughout the city.

3. JOINT LONG ISLAND RAILROAD AND METRO-NORTH RAILROAD COMMITTEE

a. Long Island Rail Road

Long Island Rail Road President Rob Free thanked Governor Hochul, Chair Lieber, MTA leadership, labor representatives, and LIRR employees for their efforts to restore service following the recent work stoppage. He noted that service was restored in phases, with full service resuming approximately 16 hours after employees returned to work. He also recognized employees who continued working throughout the stoppage to maintain the safety and readiness of the railroad.

Mr. Free provided an update on the May 14 electrical fire in an East River Tunnel that temporarily disrupted service into and out of Penn Station. He reported that service was diverted to Grand Central Madison and Atlantic Terminal, no trains were stranded, and the incident highlighted the operational flexibility and redundancy provided by Grand Central Madison.

Other topics Mr. Free discussed included monthly performance metrics, including ridership and on-time performance; expanded summer service to the East End; preparations for the U.S. Open at Shinnecock Hills; and ongoing station improvements through the Station Spruce Up Program, including recent work at Kew Gardens Station.

Chair Lieber then recognized Board Member Christopher M. Leathers for remarks.

Board Member. Leathers recognized the professionalism, sacrifice, and commitment of SMART members and other railroad employees during the recent work stoppage. He stated that employees worked to support the resumption of service and emphasized the role union employees played in restoring railroad operations. Board Member Leathers further stated that many employees faced criticism and public scrutiny during the labor dispute despite not being responsible for it, while continuing to fulfill their professional responsibilities and uphold principles of labor solidarity.

Following the remarks, General Counsel Paige Graves confirmed that a quorum of Board members remained present. Chair Lieber then called upon Metro-North Railroad President Justin Vonashek to continue the agency presentations.

b. **Metro-North Railroad**

Metro-North President Justin Vonashek ("President Vonashek") stated that April on-time-performance reached 98.1 percent, with year-to-date on-time-performance at 96.8 percent. Ridership for April totaled 6.4 million rides, 86.2 percent of April 2019 levels, a 3.6 percent increase from March, and a 6.2 percent increase over April of the previous year. Weekend discretionary ridership remained strong, 14% higher than March and 10% higher than April 2025, and on May 19 Metro-North achieved its highest single-day ridership since the pandemic at 260,000 riders.

President Vonashek reported that the rolling 12-month reportable customer injury rate improved to 1.41 per 1 million customers, down from 1.44 versus the previous month and 1.50 versus the previous 12-month rolling period. The rolling 12-month employee lost time injury rate was 1.95 per 200,000 working hours, down from 1.98.

President Vonashek reported that on May 1 he joined Connecticut Governor Ned Lamont, U.S. Senator Richard Blumenthal, U.S. Representative Rosa DeLauro, CT DOT Commissioner Garrett Eucalitto, and several local elected officials at the Derby-Shelton Station to announce the start of construction on four Waterbury Branch stations: Derby-Shelton, Ansonia, Beacon Falls, and Seymour. He noted that since 2019, ridership on the Waterbury Line has grown dramatically, with each station reaching nearly 150 percent of pre-pandemic levels and Derby-Shelton exceeding 200 percent. The upgrades will significantly transform the stations, including installation of new 350-foot platforms to allow full train boarding, along with covered canopies, enclosed wind screens, real-time arrival information, ticket vending machines, improved lighting, and clear wayfinding signage. All stations will be fully ADA accessible with enhanced pedestrian access and improved passenger flow. President Vonashek also reported that, to accommodate the construction work, Waterbury Branch train service will be replaced by bus service beginning July 20 and continuing for approximately ten months. Riders are advised to check the TrainTime app and mta.info for updated service information.

4. NEW YORK CITY TRANSIT COMMITTEE

Demetrius Crichlow, President, NYCT, delivered the President's Report.

President Crichlow commended the dedicated efforts of employees who worked behind the scenes to maintain service during the LIRR strike. He highlighted NYCT's analysis of operational data, which enabled teams to identify optimal connection points for riders and deploy shuttle buses in key Queens locations. He noted that extra staff and paratransit services helped ensure that a complex operation was successfully established in a short timeframe.
President Crichlow reported that Paratransit set a new monthly record in March, completing over one million trips. He noted that Paratransit achieved an all-time high of 40,000 average completed weekday trips in April. President Crichlow reported that in 2026, there were 12 days with 50,000 scheduled trips, including a new record of 51,610 scheduled trips on Tuesday, May 5th. He said that current ridership levels are nearly 50% above pre-COVID peaks, reflecting increased confidence and reliance by riders. He commended the work of the Paratransit team.

President Crichlow reminded New Yorkers that public transit remains the best way to reach the beach on Memorial Day Weekend, including using the Rockaway Shuttle, the Q35 to Jacob Riis, and Bx12 to Orchard Beach. He also noted ongoing upgrades at Beach 105th Station and discussed the extensive preparations required for seasonal service enhancements.
President Crichlow spoke about preparing for the challenges of summer. He stated that NYCT would be increasing the ability to fight flooding in tunnels by adding two new pump trains and continuing to rehab power Substations to ensure reliable power during high heat.
President Crichlow described the agency's efforts to keep bus riders cool and comfortable during hot weather, highlighting systemwide improvements to maintenance practices like an enhanced quality control policy. He noted that, in response to customer feedback, Staten Island received particular focus: teams conducted winter A/C unit inspections and, beginning in June 2025, implemented strengthened preventative maintenance measures, realigned the fleet, increased accountability and advanced targeted seasonal preparation initiatives.

President Crichlow spoke about the service enhancements introduced in January to improve reliability for the 1.2 million daily riders on the 2, 3, 4, and 5 lines. He noted that these improvements will deliver more consistent service for riders, aligning schedules more closely with ridership patterns, improving reliability and providing more even headways. He said that these adjustments reflect NYCT's ongoing use of detailed ridership and operational data to optimize service.

President Crichlow reported on subway performance metrics for April, highlighting gains in both weekday and weekend on-time performance and improvements in weekday customer journey time. He noted that overall performance had returned to levels last seen in the fourth quarter of 2025. He specifically highlighted the A line as one of the best performing and most improved lines, achieving 87.9 percentage points following the implementation of a more precise, data driven schedule last fall. He said that despite extensive weekend capital and construction work—which requires complex service changes—the system continues to deliver strong weekend on-time performance.

President Crichlow reported on Paratransit performance metrics, noting that April weekday 30 minute on-time pickup performance was 95.4%, up from 93.2% from last month, with weekend performance holding steady at 96.3%. He reminded riders that the Bus Time website has been updated to include features such as saved favorites and route customization options. President Crichlow talked about the Paratransit ridership trends and expressed pride in maintaining performance reliability as ridership continues to grow.

President Crichlow delivered the April ridership report, noting a modest year-over-year increase in paid ridership. He reported that average weekday subway ridership reached 4.16 million and that in May, the system achieved a post-pandemic milestone: for the first time, all three midday weeks surpassed 4.5 million riders. President Crichlow reported that weekend ridership also continued to show strong growth, reaching 2.9 million. He stated that on the bus system, weekday paid ridership totaled 1.33 million and Paratransit ridership likewise continued its post-pandemic climb.

i. **<u>NYCT Procurement:</u>**

Upon a motion duly made and seconded, the Board approved the following procurements:

I. <u>Expedited Change Order Procedure for the R268 Train Procurement</u> The first procurement item requested Board authorization to use the expedited change order procedure developed pursuant to the All-Agency Contract Procurement Guidelines for all change orders under the R34268 Train Procurement with Kawasaki Rail Car, Inc.

II. <u>Clean Diesel Bus Procurement</u> The second procurement item requested Board authorization of a contract award for the purchase of 92 over-the-road express clean diesel buses as well as related items such as spare parts, special tools and equipment, technical documentation and training, in the total estimated amount of $120,821,133.

Refer to the staff summaries and documentation filed with the records of this meeting, and the video recording of the meeting, produced by the MTA and maintained in MTA records for details on the approved items.

ii. **Safety and Security Report:**

Steven Mauriello, Deputy Chief, Transit, NYPD, delivered the Safety and Security Report.

Deputy Chief Mauriello reported that there were 176 crimes last month, representing a 2.9% increase compared to the previous April. He said the increase was attributed primarily to a rise in grand larcenies and to a lesser extent felony assaults. He reported that overall crime levels remain approximately even with last year, which were at a historic low. Deputy Chief Mauriello emphasized the Transit Bureau's ongoing commitment to the safety and security of the system and noted that crime-reduction strategies will continue to be adjusted as needed.

Deputy Chief Mauriello highlighted the work of the Transit Bureau's Six-Wire Teams. He stated that the Transit Bureau has dedicated personnel to monitor 311 calls and MTA cameras associated with the six wires in order to identify live incidents in the field and dispatch resources more efficiently. He said that prior to this initiative, such calls were received and triaged centrally, a process that often required significant time. Deputy Chief Mauriello reported that over the past year, this dedicated monitoring has resulted in faster officer response and improved outcomes, including an approximately eight-minute reduction in response times to quality-of-life incidents. He emphasized that this improvement benefits both employees and riders.

5. TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY COMMITTEE

Cathy Sheridan, President, TBTA, delivered the President's Report.

In 2025, the Hugh L. Carey Tunnel was designated as a Civil Engineering Landmark by the American Society of Civil Engineers (ASCE). In culmination of the 75th anniversary of the tunnel, officials from ASCE joined TBTA and MTA C&D recently for the official dedication of the landmark plaque at the Manhattan ventilation building.

Installed in 2017 as part of TBTA's long-term flood mitigation program, annual flood door testing at the Hugh L. Carey and Queens Midtown Tunnels started in April and continues through May during overnight low-volume traffic periods.

On May 7th at Grand Central Terminal's Vanderbilt Hall, TBTA leadership presented its annual Employee Recognition Awards for exemplary service. And in April, TBTA was one of 16 recipients nationwide of the Engineering Excellence Honor Award from the American Council of Engineering Companies for the Central Business District Tolling Program, which brings the total number of awards thus far to eight.

TBTA welcomed a new class of 40 Level One Maintainers who graduated on May 8th having completed a multi-disciplinary training regimen that includes safety protocols in roadway and electrical work; commercial vehicle driving; OSHA-30 hour training; forklift operations; firefighting, wrecker and aerial truck safety; incident command; and administrative duties.

TBTA recently marked the national observance of Police Week and Peace Officer Memorial Day by gathering at the Hugh L. Carey Tunnel to remember fallen officers and honor current Members of Service.

President Sheridan stated there are no procurements.

Responding to Commissioner Glucksman's question as to whether there was an increase in bridge traffic during the LIRR strike, President Sheridan stated that there was an insignificant increase at the Queens-Midtown Tunnel from the same time period of the prior week.

6. CAPITAL PROGRAM COMMITTEE

CPC Work Plan

There were no changes to the work plan.

President's Report

Jamie Torres-Springer, President, MTA Construction & Development (C&D) began by highlighting recent intensive construction activity on the Flushing Line in Queens, including a major weekend outage during which 30 crews and 13 work trains were deployed simultaneously. Mr. Torres-Springer emphasized that the work represents a coordinated effort to address long-standing infrastructure needs on one of the system's busiest lines. The project includes the reconstruction of six century-old, elevated stations suffering from significant structural deterioration while simultaneously advancing accessibility improvements at two additional stations. He noted that the MTA's coordinated approach allows multiple projects to be completed during the same service outage, avoiding the need for future disruptions that would have been required under previous project delivery practices. He also reported that New York City Transit forces took advantage of the outage to complete substantial track work in Manhattan.

Mr. Torres-Springer briefly referenced the recently announced accessibility improvements at the 148th Street station, noting that the project's ramp-based design would improve accessibility while avoiding the reliability issues associated with elevators. He stated that the approach generated approximately $37 million in savings, which can now be redirected toward accessibility improvements at other stations. He further reported that the station platform is currently in poor condition and that interim measures are being implemented to maintain safety while a broader platform rehabilitation project is advanced in conjunction with the accessibility work.

Turning to Mets-Willets Point, Mr. Torres-Springer advised the Board that a forthcoming action item would authorize funding for station improvement design work to be undertaken by Queens Future, the developer of the proposed gaming facility at the site. He reminded members that the developer has committed to making the Mets-Willets Point 7 Line station fully ADA accessible as part of its development proposal. In addition to accessibility improvements, the MTA is coordinating state-of-good-repair work at the station to ensure that future rehabilitation needs are addressed concurrently, thereby avoiding additional disruptions after accessibility work is completed. He explained that the design funding action represents the first step toward implementing those coordinated improvements.

Mr. Torres-Springer then highlighted recent investments benefiting LIRR riders. He noted that Grand Central Madison, which opened in 2023, has quickly become the destination for more than 40 percent of weekday Long Island Rail Road (LIRR) commuters. He observed that the facility proved particularly valuable during recent service disruptions affecting Penn Station, allowing riders to continue traveling into Manhattan despite the outage. He also cited the completion of the new 33rd Street Concourse at Penn Station, which doubled both the width and height of the passenger circulation space and established a model for delivering meaningful customer improvements while minimizing service disruptions. Additional accomplishments included completion of the LIRR Third Track project on time and on budget, enabling a 40 percent increase in service, as well as the completion of twelve ADA accessibility projects across the railroad since 2020. He also referenced ongoing investments to improve capacity through Jamaica Station and broader state-of-good-repair initiatives.

Mr. Torres-Springer reported that full reopening of the twelve-car platforms at Babylon Station had been achieved ahead of the summer travel season. The rehabilitation of the 62-year-old station was strategically phased to rebuild half of the platform during each winter construction season, allowing the work to be completed ahead of schedule and without significant impacts to peak summer ridership. Looking ahead, he noted that the 2025-2029 Capital Plan includes approximately $6 billion in LIRR investments, including new railcars, bridge and viaduct rehabilitation projects, and additional state-of-good-repair initiatives. He also highlighted the Governor’s commitment of $50 million to support improvements at Jamaica Station, noting that outreach efforts have begun to gather customer feedback regarding station redesign concepts, including improvements to signage, wayfinding, vertical circulation, and connections among the LIRR, AirTrain, and subway services.

During Board discussion, Board Member Mihaltses sought clarification regarding the Mets-Willets Point station project and asked whether the action before the Board pertained only to the 7 Line station or also included the LIRR station. Mr. Torres-Springer confirmed that the current action addressed only the 7 Line station. In response to a follow-up question regarding accessibility improvements at the LIRR station, he stated that while the railroad maintains an ADA accessibility program, sufficient funding is not currently available to fully advance accessibility improvements at that location, although future partnership opportunities may emerge.

Board Member Zuckerman raised concerns regarding the condition of the pedestrian overpass, commonly known as the Passerelle, connecting the Mets-Willets Point station area to Flushing Meadows-Corona Park. Noting the large number of visitors who use the structure during events such as the Queens 10K, he asked if the ongoing station improvements would address the condition of the bridge. Chair Lieber clarified that the structure is not owned by the MTA. Mr. Torres-Springer explained that the Passerelle is owned and maintained by New York City and that discussions have begun with City Hall regarding its future reconstruction. He noted that the structure is functionally important because it connects Roosevelt Avenue, Citi Field, Flushing Meadows-Corona Park, and the LIRR station, and that it also contains MTA infrastructure, including critical utility cables. While acknowledging that funding constraints make it difficult to address every need simultaneously, he stated that the MTA is working closely with City Hall and remains open to pursuing coordinated improvements as opportunities arise.

Concluding the discussion, Chair Lieber referenced the recently completed Penn Station concourse improvements and noted that the facility's programmable lighting system has been used to support various civic and community initiatives. He noted that the concourse had recently been illuminated in orange and blue in support of the New York Knicks, joking that the team's success during that period might have benefited from some positive energy generated by the MTA's contribution.

Capital Procurement Actions

Evan Eisland, Executive Vice President and General Counsel, C&D, presented four procurement items and one action item to the Capital Program Committee. The procurement items are:

1. Award of a publicly advertised and competitively solicited contract with RCC/GCCOM A Joint Venture LLC (Contract No. 6532) for design-build services for the replacement of three bridges on Long Island Rail Road's Montauk Branch;

2. Ratification of a modification to a contract with In House Group, Inc. (Contract No 1000197600) for the replacement of additional sidewalk and the construction of additional retaining wall at Metro North's Hastings-on-Hudson station;

3. Ratification of a modification to a contract with Turner &Townsend, Inc. (Contract No. CS00017C) to continue to support the development of processes, policies, procedures and manuals for the delivery of the MTA's Capital Program through February 26, 2027; and,

4. Ratification of a modification to a contract with S&P Construction Management, Inc. (Contract No. RKC-2302) for various civil, mechanical and electrical work at the RFK Fleet Garage and to extend the Substantial Completion date by 12 months to April 22, 2027;

The action item is:

5. Approval to enter into a Design Agreement with Queens Future, LLC to provide for state of good repair inspection and design services at the Mets-Willets Point Station on the IRT Flushing Line.

Chair Lieber asked for clarification on the agreement with Queens Future and Mr. Eisland explained that Queens Future would be retaining the engineering firm STV to prepare a coordinated design that will include the ADA work and station improvements that Queens Future has agreed to perform as well as the additional state of good repair work that the MTA requires with each entity paying for its own part of the design. Mr. Torres-Springer then explained that the processes, policies, procedures and manuals addressed in the third procurement item will help C&D to better monitor and control budget, schedules, and risk.

Board Member Garodnick presented the Capital Program Procurement and Action items:

Board member Mihaltses recused herself from the third procurement item with Turner &Townsend, Inc. and from the action item.

Refer to the staff summaries and documentation filed with the records of this meeting for the details of these items, and refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for Board members' and C&D representatives' comments.

7. <u>COMMITTEE ON FINANCE AND ANNUAL FMTAC MEETING</u>

For details of the presentation given by Jai Patel, Chief Financial Officer, please refer to the video recording of the meeting produced by the MTA and maintained in MTA records available on the MTA website.

Ms. Patel presented the 2026 Annual Report for First Mutual Transportation Assurance Company (FMTAC), MTA's wholly owned pure captive insurance company.

Ms. Patel gave a brief overview of the preliminary April 2026 year-to-date financial performance. Ms. Patel reported that:

- MTA's operating results were very favorable to the adopted budget by approximately $196 million.
- Operating revenue was modestly unfavorable by $27 million.
- Operating expenses were essentially on budget through April, as it was slightly favorable by about $26 million.
- Debt service expenses were favorable by $11 million.
- Capital subsidies were favorable by $111 million.

Ms. Patel presented two action items. The first was the annual investment report and investment guidelines. The second was the Long Island Railroad tariff change seeking Board approval to issue a prorated refund to Long Island Railroad May 2026 monthly customer ticket holders for each of the days that service was suspended due to the strike and temporarily wave the standard $10 administrative fee.

Ms. Patel presented four information items, which were: the annual billings to local governments for station maintenance costs; the annual pension and retirement report; the financial statements for the fourth quarter of 2025; and information for New York City Transit on the R68 subway cars.

Chair Lieber commented on the refunds to the Long Island Railroad customers.

i. Procurement

Sergio Paneque, Chief Procurement Officer, presented one MTA Headquarters item: to award a competitively negotiated personal services contract to ABC Engineering of New York for independent engineering assessments of MTA railway highway grade crossings.
Refer to the staff summary and documentation filed with the records of this meeting for the details of this item, and refer to the video recording of the meeting, produced by the MTA and maintained in MTA records.

ii. Real Estate Actions

David Florio, Chief Real Estate Transactions and Operations Officer, presented three Real Estate action items.

The first was an Administrative item regarding Eminent Domain Procedure Law Determinations and Findings for the acquisition of property interests for the New York City Transit's Nostrand Avenue ADA Project in Brooklyn, NY.

The two other items were transactional items. The first was for New York City Transit, which was a lease with Mohamed Almerdaie for retail space at 1498 Sheepshead Bay Road in Brooklyn, NY. The second was for Metro North, which was for the acquisition of property from New York State Department of Transportation along Bruckner Boulevard in the Bronx, NY in support of the Penn Station Access Project.
Refer to the staff summary and documentation filed with the records of this meeting for the details of these items, and refer to the video recording of the meeting, produced by the MTA and maintained in MTA records.

8. CORPORATE GOVERNANCE COMMITTEE

i. Review and Approval of the MTA All-Agency General Contract Procurement Guidelines and All-Agency Service Contract Procurement Guidelines

Mr. Kearse informed the Committee that there is one action item, Section 2879 of the Public Authorities Law requires the Board to annually review and approve the MTA All-Agency General Contract Procurement Guidelines and All-Agency Service Contract Procurement Guidelines. Mr. Kearse informed the Board that there are no recommended changes at this time.

ii. Review of the MTA All-Agency Code of Ethics and Board Member Code of Ethics

Mr. Kearse advised the Committee Public Authorities Law also requires that the Board annually reviews the Code of Ethics for Employees and Board Members to ensure that the MTA maintains the highest ethical standards. The Board Member Code of Ethics is celebrating its 20th anniversary which has been serving the MTA well for all those years. Mr. Kearse advised the Committee that there were no recommended changes at this time to the MTA All-Agency or Board Member Code of Ethics.

iii. Review and Approve Mission Statement, Measures and Performance Indicators Report

Mr. Kearse advised the Committee that each year this Committee must review the MTA Mission Statement, Measures and Performance Report. Mr. Kearse advised the Committee that the report was reviewed by the Finance Committee back on March 23, 2026, therefore it does not need to be voted on at this time.

iv. Review of the MTA Whistleblower Policy

Mr. Kearse advised the Committee that each year this Committee must review the MTA Whistleblower Policy. Mr. Kearse advised the Committee that there were no recommended changes at this time.

v. Review and Approve MTA Policies in Connection with Provisions of Public Authorities Law

Mr. Kearse informed the Committee that Public Authorities Law Section 2824 requires that the Board adopt certain policies. The Committee was advised that there are no policies requiring Board approval at this time.

9. AUDIT COMMITTEE

To see a summary of the meeting and the actions taken by the Audit Committee, please refer to the video recording of the meeting, produced by the MTA and maintained in MTA records available on the MTA website.

Jim McGovern, MTA Deputy Chief from the Comptroller's Office, briefed the committee on management's review of the 2025 MTA consolidated financial statements. He began noting that the MTA is comprised of 10 reporting entities, eight of which undergo separate audits and therefore have their own distinct materiality thresholds. The MTA's Consolidated Financial Statements, are prepared in conformity with Generally Accepted Accounting Principles in the United States (referred to as GAAP) using accounting standards established by the Government Accounting Standards Board (referred to as GASB) and includes six sections: MD&A (Managements' Discussion & Analysis), the basic financial statements, the notes to the financial statements, required supplementary information, supplementary information and additional supplementary information. The Notes to the Financial Statements include an additional note this year for compensated absences. McGovern reviewed new GASB accounting standards effective in 2025 and beyond, including GASB Statement No. 102 (Certain Risk Disclosures), which enhances financial reporting through disclosures of risks related to concentrations (lack of diversity in resource inflows and outflows) and constraints affecting financial operations (limitations imposed by external parties or internal governance). He noted that, for the MTA, a primary concentration risk is its reliance on New York State subsidies to fund operating expenses. McGovern referenced a slide summarizing the Consolidated Statement of Net Position, noting it provides a higher-level view than the audited financial statements. For 2025, the MTA reported $130 billion in total assets and deferred outflows, $102 billion in liabilities and deferred inflows, and a net position of $28 billion. Compared with the prior year, cash and investments increased by $6.6 billion, primarily due to bond proceeds related to real estate transfer trust and payroll mobility tax bonds, federal preventive maintenance grants, the CRZ loan, and the one-time casino license fee. Capital assets increased due to continued investment across asset classes, while deferred outflows changes are mainly from actuarial assumption changes, particularly higher interest rate assumptions. On the liability side, long-term debt increased primarily due to the issuance of real estate transfer tax revenue bonds, PMT bonds, and subordinated bond anticipation notes (BANs) in 2025. OPEB liabilities decreased mainly due to updated actuarial assumptions, including higher interest rate assumptions. Net pension liabilities also declined, driven by actuarial valuation changes and gains in plan asset fair values. Deferred inflows of resources increased primarily due to $0.3 billion from leases and $0.3 billion related to pensions and OPEB resulting from actuarial assumption changes. McGovern then referenced two informational slides with bar charts showing assets and liabilities by agency, as well as the percentage distribution of capital assets and liabilities. With respect to the MTA's Income Statement for 2025, there is a reported operating deficit of $11.6 billion. Subsidies and tax revenues increased, driven primarily by higher payroll mobility tax revenues, the one-time casino license fee, and increased federal preventive maintenance grant reimbursements. McGovern referenced a slide listing all the footnotes accompanying the financial statements and highlighted new Footnote 16, related to GASB Statement No. 102, previously discussed. He concluded by thanking his department, including Lisa Tan, for their contributions to financial reporting, as well as Deloitte for their technical support and strong working relationship. MTA Chief Financial Officer Jia Patel reminded the Board/Committee that certain revenue increases, including PMT bonds and casino license fees, were already incorporated into the budget. The additional PMT revenues support the capital budget for the $68 billion capital program, while casino license fees were included in the financial plan but were received in December 2025 rather than 2026.

Kostas Makrakis, Managing Director, Deloitte, briefed (remotely) the Committee on the results of their review of the 2025 MTA Consolidated Year End Financial Statements. In his opening remarks, he stated that they have prepared the following comments to assist the Audit Committee in fulfilling their obligation to oversee the financial reporting and disclosure process for which management of the MTA and each of the seven agencies are responsible. It is the responsibility of Deloitte to express an opinion on whether the MTA's and each of its agency's financial statements and the supplementary information are presented fairly, in all material respects, in accordance with accounting principles generally accepted in the U.S. Deloitte is currently in the process of finalizing the audit of the MTA's consolidated financial statements, as well as the stand-alone financial statements of its seven agencies, 2025 and they expect to issue its audit opinions within the next couple of weeks. The audits are conducted in accordance with generally accepted auditing practices in the United States and in accordance with auditing standards issued by the Government Accountability Office. During the year, the MTA adopted GASB 102, which requires certain risk disclosures. In addition, the TBTA standalone financial statements included new disclosures related to the Congestion Relief Tolling Program, providing greater transparency into the program's financial position, performance, and operational implementation. This segment disclosure information was subject to audit procedures. With respect to significant accounting estimates, the MTA financial statements include pensions and other post-employment benefits, as well as estimated liabilities arising from personal injury claims. No errors, uncorrected misstatements, or disclosure items passed were identified during the audits at either the MTA group or agency level. There were no disagreements with management, and Deloitte had unrestricted access to MTA senior management throughout the audits. Consistent with prior years, Deloitte will include an emphasis-of-matter paragraph in the audit opinion. This does not constitute a qualification, and a clean audit opinion will still be issued. The paragraph is intended to draw users' attention to MTA's continued reliance on significant subsidies and material transactions with the City of New York, the State of New York, the State of Connecticut, and economically sensitive tax revenues. As of this date, Deloitte has not identified any material weaknesses or significant deficiencies in internal control over financial reporting. Management Letter comments are expected to be issued within 30 days following issuance of the audit opinion. The Single Audit Report is expected to be issued during the second week of July, and the National Transit Database agreed-upon procedures report is expected by the end of June. Lastly, Makrakis expressed appreciation to the MTA management team for its exceptional cooperation, transparency, and understanding throughout the audit of the nation's largest transportation authority.

Kostas Makrakis, Managing Director, briefed the Committee on Deloitte's review of the MTA's compliance with investment guidelines. Deloitte reported that nothing came to its attention indicating noncompliance with the MTA's investment guidelines, the New York State Comptroller's investment guidelines, or the New York State Public Authorities Law. The report is intended solely for the use of the Authority's Board of Directors and management, and the Office of the New York State Comptroller.

Lamond Kearse, MTA Chief Compliance Officer, briefed the Committee on the quarterly status of open and past-due audit recommendations previously accepted by the agencies. Kearse noted that open recommendations are being continuously monitored and that the responsible agencies and departments have been contacted regarding outstanding items. He further stated that no critical issues have been identified at this time.

Rafail Portnoy, Chief Technology Officer, updated the Board/Committee on recent MTA IT activities and accomplishments. He highlighted the department's transformation to an operational model that aligns technology resources directly with business units and operating agencies, improving the speed, reliability, and efficiency of solution delivery while reducing reliance on external consultants. He also noted that the department reduced its vacancy rate from approximately 15–18% to 5–6%, strengthening operational stability and internal expertise. Portnoy highlighted several recent initiatives, including the in-house development of the fare evasion enforcement program (E-Citation) in partnership with NYC Transit and the MTA Police Department; successful implementation of recent railroad fare changes and new vending machine technology in coordination with both railroads; rollout of new onboard ticket validation devices at Metro-North Railroad; and continued development of the new MTA Transit app using in-house resources at a lower cost and with faster delivery timelines. Chair Janno Lieber commended the IT department's work, particularly the modernization of fare enforcement technology, noting its operational benefits and positive impact on efficiency and customer service.

Upon motion duly made and seconded, the Committee voted to convene an executive session to discuss proposed, pending, or current litigation in accordance with NYS Public Officers Law 105.1d. The MTA General Counsel along with select agency General Counsels attended the executive committee session.

Audit Committee Action Items

Upon motion duly made and seconded, the Board voted to approve the following:

(i) MTA Consolidated Year-End 2025 Financial Statements
(ii) Investment Compliance Report

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records for details on the approved items.

10. EXECUTIVE SESSION

Upon motion duly made and seconded, the Board voted to convene an executive session in accordance with Section 105(1)(d) of the New York State Public Officers Law to discuss proposed, pending, or current litigation. Thereafter, upon motion duly made and seconded, the Board voted to resume proceedings in public session.

11. BOARD ACTIONS

a. **JOINT RAILROAD COMMITTEE**

Board Member Blanca Lopez reported that the Joint Railroad Committee did not have any items for Board approval.

b. **NEW YORK CITY TRANSIT COMMITTEE**

Board Member Haeda B. Mihaltses reported that the Transit Committee has two items requiring Board approval.

- Expedited Change Order Procedure for the R268 Train Procurement
- Clean Diesel Bus Procurement

Upon motion duly made and seconded, the Board approved these items.

Refer to the staff summaries and documentation filed with the records of this meeting, and the video recording of the meeting, produced by the MTA and maintained in MTA records for details on the approved items.

c. **TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY COMMITTEE**

Board Member Sammy Chu reported that the Triborough Bridge and Tunnel Authority Committee did not have any items for Board approval.

d. **CAPITAL PROGRAM COMMITTEE**

Board Member Dan Garodnick reported that the Capital Program Committee has five items this month requiring Board approval.

1. Design-Build Services for Replacement of East End Bridges
2. Installation of Bike Racks at 14 Metro-North Stations and Sidewalk Reconstructions at Hastings-on-Hudson
3. Delivery Program & Project Controls Consultant
4. RFK Fleet Garage Exit Corridor Repairs on Randall's Island
5. Approval to Enter into a Design Agreement

Upon a motion duly made and seconded, the Board voted to approve all five items. Board Member Haeda Mihaltses recused herself and did not participate in the consideration or vote on item #3 - Delivery Program & Project Controls Consultant and item #5 - Approval to Enter into a Design Agreement.

Refer to the staff summaries and documentation filed with the records of this meeting, and the video recording of the meeting, produced by the MTA and maintained in MTA records for details on the approved items.

e. **COMMITTEE ON FINANCE / FMTAC**

Board Member Neal Zuckerman reported the following items for Board approval:

- MTA-HQ Personal Service Contracts
- Engineering Assessment of MTA Railway-Highway Grade Crossings
- Real Estate Matters
- Lease Agreement
- Acquisition of Property Along Bruckner Boulevard in Support of the Penn Statin Access Project
- 2025 Annual Investment Report
- FMTAC Cybersecurity Certification of Materials
- Refund Policy for LIRR Monthly Tickets During the LIRR Strike

Upon motion duly made and seconded, the Board approved these items.

Refer to the staff summaries and documentation filed with the records of this meeting, and the video recording of the meeting, produced by the MTA and maintained in MTA records for details on the approved items.

f. CORPORATE GOVERNANCE COMMITTEE

Board Member Marc Herbst reported that the Corporate Governance Committee has one item for approval.

- All Agency General Contract Procurement Guidelines and All Agency Service Contract Procurement Guidelines

Upon motion duly made and seconded, the Board approved this item.

Refer to the staff summary and documentation filed with the records of this meeting, and the video recording of the meeting, produced by the MTA and maintained in MTA records for details on the approved item.

g. AUDIT COMMITTEE

Board Member David Jones reported that the Audit Committee has two matters for Board approval.

- MTA Consolidated Year End 2025 Financial Statements
- Investment Compliance Report

Upon a motion duly made and seconded, the Board voted to approve both items.

Refer to the staff summaries and documentation filed with the records of this meeting, and the video recording of the meeting, produced by the MTA and maintained in MTA records for details on the approved items.

12. MINUTES

Upon motion duly made and seconded, the Board approved the minutes of the regular Board meeting held on April 29, 2026, and the minutes of the Committees held on April 27, 2026, as distributed.

13. ADJOURNMENT

Upon motion duly made and seconded, the Board voted to adjourn the meeting at approximately 12:49 A.M.

Metropolitan Transportation Authority

Subject 2026 New York State PWEF Assessment	**Date** June 24, 2026
Department Office of the Chief Financial Officer	**Vendor Name**
Department Head Name Jaibala Patel, Chief Financial Officer	**Contract Number**
Department Head Signature	**Contract Manager Name**
Project Manager Name Jake Luce, Deputy Chief, OMB	**Table of Contents Ref #**

Board Action					
Order	**To**	**Date**	**Approval**	**Info**	**Other**
1	Finance Committee	6/22	X		
2	MTA Board	6/24	X		

Internal Approvals			
Order	**Approval**	**Order**	**Approval**
1	CFO		
2	General Counsel		
3	Chief of Staff		

Purpose: To authorize actions relating to the payment of the New York State assessment on the MTA and its constituent agencies for the Public Work Enforcement Fund ("PWEF") for calendar year 2026.

Discussion: Chapter 511 of the Laws of 1995, as amended, requires State agencies and authorities to pay to the State Comptroller an assessment based on one-tenth of one percent of the value of public work construction contracts entered into (excluding rolling stock contracts). The assessments are deposited in the State Public Work Enforcement Fund to reimburse the State Department of Labor for its costs in enforcing the State's prevailing wage law. The State and the MTA have entered into a simple annual estimate-and-settlement procedure agreement. Payments are made each year based on the estimated amount of public works contracts and are adjusted to reflect the actual experience from the prior year. The 2026 payment, therefore, is based on a 2026 estimate and an adjustment for the 2025 actual. MTA estimates the 2026 assessment to be $5,539,959. In 2025, the estimated 2025 assessment of $5,478,526 was greater than the actual assessment of $5,340,782 by $137,744. This true-down of $137,744, when reduced from the estimated 2026 assessment of $5,539,959 requires a total payment of $5,402,215.

Financial Implications: Sufficient funds have been set aside to cover this payment.

Recommendation: It is recommended the Board authorize staff to remit the 2026 PWEF assessment payment as adjusted for the 2025 actual assessment.

MTA Headquarters Procurements

Sergio Paneque, Chief Procurement Officer

PROCUREMENTS

The Procurement Agenda this month includes 2 actions for a proposed estimated expenditure of $118.8M.

Subject Request for Authorization to Award Various Procurements	June 17, 2026
Department MTA Procurement	**Department**
Department Head Name Sergio Paneque	**Department Head Name**
Department Head Signature Sergio Paneque	**Department Head Signature**
Project Manager Name Rose Davis	**Internal Approvals**

Board Action					
Order	**To**	**Date**	**Approval**	**Info**	**Other**
1	Committee	06/22/26			
2	Board	06/24/26			

	Approval		**Approval**
	CAO		
	Legal		
	CFO		

Internal Approvals (cont.)							
Order	**Approval**	**Order**	**Approval**	**Order**	**Approval**	**Order**	**Approval**

PURPOSE

To obtain approval of the Board to award various contracts and purchase orders, and to inform the MTA Headquarters Committee of these procurement actions.

DISCUSSION

MTA Headquarters proposes to award Noncompetitive procurements in the following categories: None

MTA Headquarters proposes to award Competitive procurements in the following categories:

Schedules Requiring Majority Vote:		# of Actions	$ Amount
Schedule F:	Personal Service Contracts	1	$ 3.0 M
Schedule G:	Miscellaneous Service Contracts	1	$ 115.8 M

MTA Headquarters proposes to award Ratifications in the following categories: None

	TOTAL	2	$ 118.8 M

COMPETITIVE BIDDING REQUIREMENTS: The procurement actions in Schedules A, B, C, and D are subject to the competitive bidding requirements of PAL 1209 or 1265-a relating to contracts for the purchase of goods or public work. Procurement actions in the remaining Schedules are not subject to these requirements.

BUDGET IMPACT: The purchases/contracts will result in obligating funds in the amounts listed. Funds are available in the current operating/capital budgets for this purpose.

RECOMMENDATION: That the purchases/contracts be approved as proposed. (Items are included in the resolution of approval at the beginning of the Procurement Section.)

BOARD RESOLUTION

WHEREAS, in accordance with Sections 1265-a and 1209 of the Public Authorities Law and the All-Agency General Contract Procurement Guidelines, the Board authorizes the award of certain noncompetitive purchase and public work contracts, and the solicitation and award of requests for proposals regarding purchase and public work contracts; and

WHEREAS, in accordance with the All-Agency Service Contract Procurement Guidelines and General Contract Procurement Guidelines the Board authorizes the award of certain noncompetitive miscellaneous service and miscellaneous procurement contracts, certain change orders to purchase, public work, and miscellaneous service and miscellaneous procurement contracts, and

WHEREAS, in accordance with Section 2879 of the Public Authorities Law and the All-Agency Service Contract Procurement Guidelines, the Board authorizes the award of certain service contracts and certain change orders to service contracts.

NOW, the Board resolves as follows:

1. As to each purchase and public work contract set forth in annexed Schedule A, the Board declares competitive bidding to be impractical or inappropriate for the reasons specified therein and authorizes the execution of each such contract.

2. As to each request for proposals (for purchase and public work contracts) set forth in Schedule B for which authorization to solicit proposals is requested, for the reasons specified therein, the Board declares competitive bidding to be impractical or inappropriate, declares it is in the public interest to solicit competitive request for proposals, and authorizes the solicitation of such proposals.

3. As to each request for proposals (for purchase and public work contracts) set forth in Schedule C for which a recommendation is made to award the contract, the Board authorizes the execution of said contract.

4. As to each action set forth in Schedule D, the Board declares competitive bidding impractical or inappropriate for the reasons specified therein and ratifies each action for which ratification is requested.

5. The Board authorizes the execution of each of the following for which Board authorization is required: (i) the miscellaneous procurement contracts set forth in Schedule E; (ii) the personal service contracts set forth in Schedule F; (iii) the miscellaneous service contracts set forth in Schedule G; (iv) the modifications to personal/miscellaneous service contracts set forth in Schedule H; (v) the contract modifications to purchase and public work contracts set forth in Schedule I; and (vi) the modifications to miscellaneous procurement contracts set forth in Schedule J.

6. The Board ratifies each action taken set forth in Schedule K for which ratification is requested.

JUNE 2026

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

F. Personal Service Contracts

(Staff Summaries required for items estimated to be greater than $1,000,000.)

1. Milliman, Inc. **$3,022,683** ***Staff Summary Attached***
Five Years
Contract # 16209

Contract award for multi-agency actuarial consulting services for pension and Other Post-Employment Benefit Plans.

G. Miscellaneous Service Contracts

(Staff Summaries required for items estimated to be greater than $1,000,000.)

2. Element Fleet Corporation **$115,802,035** ***Staff Summary Attached***
Five Years
Contract # 0000015949

Contract award for the management of MTA’s fleet maintenance services.

Item Number: 1			
Department, Department Head Name: Deputy Chief Benefits Officer, Retirement Benefits & Analysis, Maxicene Young-Fisher, Senior Director			
Internal Approvals			
Order	**Approval**	**Order**	**Approval**
1 X	**Procurement**		
2 X	**Law**		
3 X	**CFO**		
4 X	**DDCR**		
5 X	**People Department**		

SUMMARY INFORMATION	
Vendor Name Milliman, Inc.	**Contract No.** 16209
Description Multi-Agency Actuarial Consulting Services for Pension and Other Post-Employment Benefit Plans	
Total Amount: $3,022,683 $1,674,193 (Base) $1,348,490 (Option years)	
Contract Term (including Options, if any) **Five years** July 1, 2026–June 29, 2031 (3 years + two, 1-year Options)	
Option(s) included in Total Amount? ☒Yes ☐ No ☐ N/A	
Renewal? ☒ Yes ☐ No	
Procurement Type ☒ Competitive ☐ Noncompetitive	
Solicitation Type ☒ RFP ☐ Bid ☐ Other:	
Funding Source ☒ Operating ☐ Capital ☐ Federal ☒ Other: Pension Plan Trust	

Purpose

Board approval is sought for the award of a competitively negotiated multi-agency personal services contract to Milliman Inc. (“Milliman”) for actuarial services for a period of three years with two, 1-year renewal options. The combined cost for the five-year period will not exceed $3,022,683. The Board is also requested to authorize the MTA Assistant Deputy Chief Procurement Officer to approve the exercise of Options 1 and 2.

Discussion

The MTA is responsible for administration of the MTA Defined Benefit Pension Plan, Manhattan and Bronx Surface Transit Operating Authority (“MaBSTOA”) Pension Plan, the Metro-North ("MNR") Cash Balance Plan, the Long Island Rail Road (“LIRR”) Plan for Additional Benefits and the MTA Retiree Welfare Benefits Plan (Other Post-Employment Benefits (“OPEB”) (“Plans”). The participants in these plans consist of eligible active participants, retirees and beneficiaries receiving benefits, as well as terminated participants who have vested with a future benefit. The total assets of the MTA sponsored defined benefit plans are approximately $13 billion.

MTA’s current contract for actuarial services is with Milliman, and it expires on December 31, 2026. MTA project management has found Milliman’s performance satisfactory under the current contract. In order to maintain the provision of these services, a Request for Proposals (“RFP”) was issued and publicly advertised on November 8, 2025. Notifications of the RFP was emailed to 36 firms, including several MWBE/SDVOB firms. Proposals were received from four firms: Arthur Gallagher & Co. (“Arthur Gallagher”), Cheiron Inc. (“Cherion”); Milliman and The Segal Group, Inc. (“Segal”). The Selection Committee (“SC”) comprised of representatives from Finance, Labor Relations and Consolidated Pensions. The RFP evaluation criteria included the following: (1) firm's experience in performing actuarial consulting services for defined benefit pension plans; (2) responsiveness to the RFP and the firm's demonstration of a clear understanding of the objectives and constraints; (3) experience and qualifications of both key and non-key personnel to be assigned to the project; (4) firm's experience in connection with other consulting and advisory services that may be utilized with regards to MTA special projects, not limited to pension-related special projects; (5)proposed design and implementation approach;, (6)proposed time frame for deliverables and firm’s commitment to deliver its work product on time and within budget, (7) cost, and (8) diversity practices.

Based on SC’s evaluations, all four proposers were invited for oral presentations based on their respective (1) actuarial services experience and account team, (2) implementation design, public sector clients, and (3) strong actuarial competencies and deep pension and health and the welfare plan knowledge. Subsequent to oral presentations, Arthur Gallagher and Milliman were selected for negotiations as they demonstrated multiple years of experience providing actuarial services and skillset of key personnel, understanding of MTA requirements and knowledge of the objectives and constraints.

Initial cost proposals from four firms ranged from $3.1 to $3.9 million for the five-year contract term. Following negotiations, BAFOs were received from Arthur Gallagher and Milliman. Proposals were received utilizing the competitively negotiated hourly rates with estimated hours, and subject to the maximum contract amount. Milliman's rates ranged from $460 to $195 per hour, whereas Arthur Gallagher's rates ranged from $495 to $295 per hour. Milliman's BAFO provided the lowest price, valuing the work at $3,022,683 for the five-year contract term that includes renewal options. By comparison, Arthur Gallagher's total proposed cost of $3,912,340 for the same term is 29.4 percent higher than Milliman.

MTA's Cost/Price Analysis Unit ("CPAU") reviewed the Best and Final Offers (BAFO) submitted by Milliman and Gallagher. Based on the analysis and participation in negotiations, CPAU finds Milliman's final price of $3,022,683 for the five years to be fair and reasonable. A negotiated cost avoidance savings of $107,502 or 3.4 percent was achieved, which is the difference between Milliman's initial cost proposal and BAFO.

The SC unanimously chose Milliman finding that its proposal offered the best value to the MTA from a technical and cost perspective. Milliman's staff have extensive experience in actuarial services, understanding data complexities of the plans in scope and demonstrated the ability to provide high-quality support to inform key financial decisions.

This contract has been evaluated to determine the necessity and appropriate scope, if any, of cybersecurity requirements, including any requirements under federal, state, and local law and regulations. Any applicable cybersecurity requirements, to the extent required, have been included in the contract terms and conditions.

Pursuant to EO 16, Milliman has certified that it is not doing business in Russia.

M/W/DBE Information

The Department of Diversity and Civil Rights has established zero percent MBE, zero percent WBE, and zero percent SDVOB participation goals on the contract.

Impact on Funding

Fees charged for actuarial services will be paid approximately 85 percent through Pension Plan Trusts, and 15 percent by participating Agencies' operating budgets.

Alternatives

1. *Do not approve award of the contract:* This alternative is not feasible. MTA and its agencies require actuarial services as mandated by the operation of the Plans' documents, including those provisions concerning the fiduciary duties involved in administering the Plans.
2. *Perform services in-house*: This alternative is not operationally feasible, as MTA does not have the in-house capacity to perform actuarial services.

Recommendation

It is recommended that the Board approve the award of a competitively negotiated personal service contract for actuarial services to Milliman.

Schedule G: Miscellaneous Service Contracts

Metropolitan Transportation Authority

Item Number: 2

Vendor Name (Location) Element Fleet Corporation (Owings Mills, MD)	**Contract Number** 0000015949
Renewal?	☒ Yes ☐ No
Description Fleet Maintenance Management Services	**Total Estimated Amount:** $115,802,035
Contract Term (including Options, if any): Five years	
Option(s) included in Total Amount? ☐ Yes ☐ No ☒ n/a	**Funding Source** ☒ Operating ☐ Capital ☐ Federal ☐ Other:
Procurement Type ☒ Competitive ☐ Noncompetitive	**Requesting Department:** MTA Procurement Sergio Paneque, Chief Procurement Officer
Solicitation Type ☒ RFP ☐ Bid ☐ Other: Sole-Source	

Discussion:

MTA Headquarters is requesting Board approval to award a competitively negotiated, estimated quantity, miscellaneous service contract to Element Fleet Corporation ("Element") for the management of MTA's fleet maintenance services in the total estimated amount of $115,802,035, for a term of five years.

The MTA and its operating agencies manage and maintain a non-revenue fleet of 3,600+ vehicles. Each vehicle requires services relating to its maintenance and operation. The services needed include but are not limited to: Maintenance and Repair, Accident Management, Roadside Assistance, Towing, Internal Shop Management, GPS/Telematics Data Integration, and Driver Safety Checks. The MTA currently receives these services under a contract with ARI/Holman ("ARI"), which was awarded as a ride of a New York State Office of General Services contract ("NYS OGS Contract") for the same in 2022, which expires in August 2026. The RFP was designed to establish a set fee schedule for the selected vendor to charge the MTA directly for helping to facilitate service with the various repair shops, while MTA directly negotiates hourly labor rates and parts discounts with the same shops.

Given the expiration date of the NYS OGS Contract (August 2026), the MTA issued a Request for Proposals ("RFP") that was publicly advertised and issued directly to seven firms Procurement identified as prospective proposers. Of the seven firms that attended the pre-proposal conference, two submitted proposals: ARI (the incumbent) and Element. The proposals were evaluated based on the proposer's (1) capabilities to manage the maintenance of a fleet the size of the MTA's or comparable; (2) experience; (3) total cost of service; (4) responsiveness to the RFP and its requirements; and (5) diversity practices.

After evaluating the proposals, the Selection Committee ("SC"), composed of individuals from Bridges and Tunnels, Long Island Rail Road ("LIRR"), Metro-North Commuter Railroad ("MNR"), NYC Transit, and the MTA Police Department, recommended that both ARI and Element be invited for oral presentations. After the presentations, the SC concluded that both proposers were qualified and recommended that Procurement begin negotiations with both vendors. An eventual award amount would be comprised of the sum of negotiated fees for each service type and the passthrough costs of the labor performed by the repair shops and service providers operating as subcontractors to the selected Fleet Maintenance Management vendor. These passthrough labor costs, directly negotiated with each shop by MTA Procurement, will remain consistent regardless of selected vendor. Cost negotiations with the proposers would therefore focus on a reduction in unit pricing for each service type within the price schedule and an increased discount on parts procured from national vendors.

ARI's original cost proposal for a five-year term was $57,302,973. Element's original cost proposal was $54,409,041. Following an interim round of negotiation, each proposer was asked to submit their Best-and-Final-Offer ("BAFO"). ARI had not made any price concessions throughout negotiations, thus its BAFO remained the same as the initial submission. Element submitted its BAFO of $53,900,575, which represented a negotiated reduction of $508,465 (0.93 percent) compared to the initial five-year cost proposal. ARI's initial and ultimately BAFO proposal aligned with the same fee schedule as under the NYS OGS Contract. Element's BAFO is $3,402,397 (5.94 percent) less than the BAFO submitted by ARI. Element's BAFO is also $3,402,397 (5.94 percent) less than the fee schedule from the current MTA agreement with ARI.

Based on the foregoing, Element's BAFO provided the lowest cost with the best possible value to the MTA and is considered fair and reasonable.

The contract has been evaluated to determine the necessity and appropriate scope, if any, of cybersecurity requirements, including any requirements under federal, state and local law and regulations. Any applicable cybersecurity requirements, to the extent required, shall be included in the contract terms and conditions prior to award.

Element has certified that pursuant to EO 16, they are not doing business in Russia.

While the MTA has not previously done business with Element, Element was previously named GE Capital Fleet Services, a vendor the MTA had agreements with for fleet maintenance management services (1999–2012). As stated by those at the MTA who were present for those agreements, Element performed strongly during that time.

M/W/DBE Information

DDCR has assigned goals of 15 percent MBE, 15 percent WBE, and 6 percent SDVOB for this procurement. DDCR and Procurement are working with Element to either meet the goals set or otherwise justify a partial or complete waiver.

Impact on Funding

This contract will be utilized on an as-needed basis. Funding to be provided by the operating budget from each participating agency.

Alternatives

Perform all services in-house: This alternative is not practical. The Authority does not have the capacity, resources or the trained personnel capable of performing maintenance, repairs and related services on the entirety of its non-revenue fleet. Agencies such as LIRR and MNR do not have in-house facilities or staff to perform these services.

Split services into separately awarded and managed agreements: This alternative is not practical. These agreements could not be awarded in a way that provides enough options to avoid operational disruption, while the agencies do not have the resources to manage the number of agreements that would be needed.

Long Island Rail Road Procurements

Lawrence Montreuil, Assistant Deputy Chief Procurement Officer – LIRR Procurement

PROCUREMENTS

The Procurement Agenda this month includes 2 actions for a proposed estimated expenditure of $2.9M.

Staff Summary

Long Island Rail Road

Item Number 1			
Department, Department Head Name: **Procurement & Logistics, Lawrence Montreuil**			
Internal Approvals			
Order	**Approval**	**Order**	**Approval**
1	Procurement		
2	Law		
3	SVP OPS		
4	VP Capital Delivery & Oversight (Neville Perkins)		
5	President		

SUMMARY INFORMATION	
Alstom Transportation Inc.	**Contract No.** 237848
Description Expedited Change Order Procedure for the M-9A Railcar Procurement	
Total Amount: **Estimated**	
Contract Term (including Options, if any) Base: September 2036 Option: March 2038	
Option(s) included in Total Amount?	☐ Yes ☐ No ☒ N/A
Renewal?	☐ Yes ☒ No
Procurement Type ☒ Competitive ☐ Noncompetitive	
Solicitation Type ☒ RFP ☐ Bid ☐ Other:	
Funding Source ☐ Operating ☒ Capital ☐ Federal ☐ Other:	

Purpose

Long Island Rail Road ("LIRR") and Metro-North Commuter Railroad ("MNR"), collectively ("the Railroads") seek MTA Board approval to use the expedited change order procedure developed pursuant to the All-Agency General Contract Procurement Guidelines ("All Agency Guidelines") for the M-9A Railcar Procurement with Alstom Transportation Inc. ("Alstom"). This change order procedure is comparable to the process previously authorized by the Board for NYC Transit's R34268, R34142, R34142A, R34143, R34160, R34188, R34179, and 34211 train procurements. The expedited change order procedure will help keep the M-9A program on schedule and within budget.

Discussion

The M-9A Railcar Procurement is for 316 cars to replace MNR M-3 cars beyond their service life and to retire the LIRR M-3 cars whose service has been extended to support Grand Central Madison ("GCM") service expansion. As work progresses on the contract, changes may be required for legal, safety, design, or maintenance concerns or requirements. The need for these changes can be raised by either the Railroads or the contractor. Once the need for the change is recognized, it is critical that an Additional Work Order ("AWO") be finalized and issued promptly. Delivery of these cars to the Railroads is paramount, and given the rapid pace of railcar production, any delay in issuing AWOs may result in late deliveries and additional costs.

Under normal AWO procedures, all change orders exceeding $1 million must be submitted to the Board. As the M-9A order quantity is 316 cars, each M-9A change order for as little as $3,165 per car would require Board action, potentially lengthening the approval process. As time is of the essence regarding the delivery of the M-9A cars, any delay in issuing a change order could result in additional costs and a delay in delivery. The All-Agency Guidelines permit the Authorized Officer to enter into AWOs without a Board action if there exists the risk of a substantial increase in cost or delay if prompt action is not taken.

A specific expedited change order procedure was developed for the M-9A railcar procurement. The expedited change-order procedure will enable Procurement leadership to oversee and monitor all contract changes, regardless of whether the change order is below or exceeds $1 million, without seeking further Board approval. The procedure establishes specific, consistent approval thresholds based on the dollar value of the change order. This expedited change order procedure maintains the existing All-Agency Guidelines approval levels, except that MTA Board Approval will not be sought, provided that the approved budget is not exceeded.

Title	MTA multi-Agency Procurement Approval Matrix (Current Process)	Expedited Change Order Procedure
Director	$100K	$100K
Sr. Director	$250K	$250K
Asst. Deputy Chief Procurement Operations	$500K	$500K
Deputy Chief Procurement Operations	$750K	$750K
CPO	Over $750K	Over $750K
MTA Board Approval	Over $1M	N/A

The M-9A Project is further constrained by budgetary limitations; any change orders are funded from the already approved Capital Budget. Capital Budget approval would be necessary to exceed this contingency amount.

In addition to budgetary constraints, the contract also includes maximum hourly personnel rates for AWO work conducted by the contractor, as outlined in the M-9A contract. Each AWO shall adhere to the regulations governing cost and price analyses. Cost estimates for each proposed AWO will be provided by the Railroad's independent engineering consultant, who has substantial experience estimating material and labor costs associated with railcar manufacturing and procurement.

Whenever feasible, an AWO's lump-sum price shall be negotiated prior to its issuance. In instances where advance negotiations are not concluded and time is of the essence, the Railroads shall issue a Change Order Directive, thereby obligating the contractor to commence the work. Negotiations shall continue with the objective of reaching an agreed-upon price before the completion of work under the AWO.

The Board shall be informed of the progress of the M-9A Railcar Procurement through presentations to the Capital Program Committee conducted by the MTA, the Railroads, and the MTA consulting team.

Impact on Funding
No impact on funding.

Recommendation
It is recommended that the Board adopt the attached resolution to authorize the use of the expedited change order procedure developed pursuant to the Guidelines for all change orders under the M-9A Railcar Procurement with Alstom.

RESOLUTION

WHEREAS, in a Staff Summary dated May 12, 2026, the Chief Procurement Officer has recommended that the Authority be authorized to use the expedited change order process developed pursuant to the All-Agency General Contract Procurement Guidelines for the R268 Train Procurement; and

WHEREAS, the expedited process is the same as that authorized by the Board for each of the R142, R142A, R143, R160, R188, R179 and R211 Train Procurements. In July 1997, the Board first authorized the use of the expedited change order procedure for the R142 and R142A train procurements, and then most recently in October 2018 for the R211 train procurement; and

WHEREAS, as time is of the essence with regard to delivery of the M-9A cars, and any delay in the issuance of a change order could result in additional costs and delay delivery of the cars, the Authority has determined that it is in the public interest to authorize the expedited process for the M-9A Train Procurement as recommended in the said Staff Summary;

NOW, THEREFORE, BE IT RESOLVED, effective immediately, that the Authority is authorized to use the expedited change order process developed pursuant to the All-Agency General Contract Procurement Guidelines for all change orders under the M-9A Train Procurement.

Subject Request for Authorization to Award Various Procurements	June 16, 2026
Department LIRR Procurement	**Department**
Department Head Name Lawrence Montreuil	**Department Head Name**
Department Head Signature	**Department Head Signature**
Project Manager Name Rose Davis	**Internal Approvals**

Board Action

Order	To	Date	Approval	Info	Other
1	Committee	06/22/26			
2	Board	06/24/26			

Internal Approvals

	Approval		Approval
1	VP, General Counsel & Secretary		President
2	VP Capital Delivery & Oversight		
3	SVP Operations		

Internal Approvals (cont.)

Order	Approval	Order	Approval	Order	Approval	Order	Approval

PURPOSE

To obtain approval of the Board to award various contracts and purchase orders, and to inform the Long Island Rail Road Committee of these procurement actions.

DISCUSSION

LIRR proposes to award Noncompetitive procurements in the following categories: None

LIRR proposes to award Competitive procurements in the following categories: None

LIRR proposes to award Ratifications in the following categories:

Schedules Requiring Majority Vote:		# of Actions	$ Amount
Schedule K:	Ratification of Completed Procurement Actions	1	$ 2.9 M
	TOTAL	1	$ 2.9 M

COMPETITIVE BIDDING REQUIREMENTS: The procurement actions in Schedules A, B, C, and D are subject to the competitive bidding requirements of PAL 1209 or 1265-a relating to contracts for the purchase of goods or public work. Procurement actions in the remaining Schedules are not subject to these requirements.

BUDGET IMPACT: The purchases/contracts will result in obligating funds in the amounts listed. Funds are available in the current operating/capital budgets for this purpose.

RECOMMENDATION: That the purchases/contracts be approved as proposed. (Items are included in the resolution of approval at the beginning of the Procurement Section.)

BOARD RESOLUTION

WHEREAS, in accordance with Sections 1265-a and 1209 of the Public Authorities Law and the All-Agency General Contract Procurement Guidelines, the Board authorizes the award of certain noncompetitive purchase and public work contracts, and the solicitation and award of requests for proposals regarding purchase and public work contracts; and

WHEREAS, in accordance with the All-Agency Service Contract Procurement Guidelines and General Contract Procurement Guidelines the Board authorizes the award of certain noncompetitive miscellaneous service and miscellaneous procurement contracts, certain change orders to purchase, public work, and miscellaneous service and miscellaneous procurement contracts, and

WHEREAS, in accordance with Section 2879 of the Public Authorities Law and the All-Agency Service Contract Procurement Guidelines, the Board authorizes the award of certain service contracts and certain change orders to service contracts.

NOW, the Board resolves as follows:

1. As to each purchase and public work contract set forth in annexed Schedule A, the Board declares competitive bidding to be impractical or inappropriate for the reasons specified therein and authorizes the execution of each such contract.
2. As to each request for proposals (for purchase and public work contracts) set forth in Schedule B for which authorization to solicit proposals is requested, for the reasons specified therein, the Board declares competitive bidding to be impractical or inappropriate, declares it is in the public interest to solicit competitive request for proposals, and authorizes the solicitation of such proposals.
3. As to each request for proposals (for purchase and public work contracts) set forth in Schedule C for which a recommendation is made to award the contract, the Board authorizes the execution of said contract.
4. As to each action set forth in Schedule D, the Board declares competitive bidding impractical or inappropriate for the reasons specified therein and ratifies each action for which ratification is requested.
5. The Board authorizes the execution of each of the following for which Board authorization is required: (i) the miscellaneous procurement contracts set forth in Schedule E; (ii) the personal service contracts set forth in Schedule F; (iii) the miscellaneous service contracts set forth in Schedule G; (iv) the modifications to personal/miscellaneous service contracts set forth in Schedule H; (v) the contract modifications to purchase and public work contracts set forth in Schedule I; and (vi) the modifications to miscellaneous procurement contracts set forth in Schedule J.
6. The Board ratifies each action taken set forth in Schedule K for which ratification is requested.

JUNE 2026

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

K. Ratification of Completed Procurement Actions (Involving Schedule E-J)
(Staff Summaries required for items estimated to be greater than $1,000,000.)

1. **George S. Hall, Inc.** **$2,858,104** *Staff Summary Attached*
   January 2025 - December 2025
   Contract # MS21001 Mod. 2
   Contract award for the operation and maintenance of infrastructure and related structures supporting LIRR access into Grand Central Madison terminal passenger facilities; Retroactive modification for additional scopes of work required from January 2025 to December 2025.

Schedule K: Ratification of Completed Procurement Actions

Long Island Rail Road

Item Number:

Vendor Name (Location) George S. Hall, Inc. (Parsippany, New Jersey)	**Contact Number** MS21001 — **Modification #** 2
Description Operation and Maintenance of Infrastructure and Related Structures Supporting LIRR Access Into Grand Central Madison Terminal Passenger Facilities	**Original Amount:** $420,588,215
Contract Term (including Options, if any) July 2, 2024–July 1,2029, plus two 3-year options	**Prior Modifications:** $1,241,739 **Prior Budgetary Increases:** $0
Option(s) included in Total Amount? ☐ Yes ☒ No	**Current Amount:** $421,829,954
Procurement Type ☒ Competitive ☐ Noncompetitive	
Solicitation Type ☒ RFP ☐ Bid ☒ Other: Modification	**This Request:** $2,858,104
Funding Source ☒ Operating ☐ Capital ☐ Federal ☐ Other:	**% of This Request to Current Amount:** 0.68%
Requesting Department: Grand Central Madison Operating Company, Paul Grether, Chief	**% of Modifications (including This Request) to Original Amount:** 0.98%

Discussion:

The MTA Long Island Rail Road ("LIRR"), on behalf of the MTA Grand Central Madison Operating Company ("GCMOC"), requests Board approval for a retroactive modification of contract MS21001 with George S. Hall, Inc. ("GSH"), in the amount of $2,858,104, for additional scopes of work required from January 2025 to December 2025.

In July 2024, the MTA selected GSH as the Facility Maintainer, providing the operation and maintenance of the 350,000-square-foot Grand Central Madison station ("GCM") and assets throughout the GCMOC territory including the tunnels and Mid-Day Storage Yard (collectively "the Territory"). GSH's work includes (1) performing preventative maintenance for mechanical, electrical, plumbing, communications, fire protection, security and vertical transportation systems; (2) operating the chiller and steam plant, tunnel ventilation system, and building management system; (3) performing general housekeeping and janitorial services; and (4) coordinating with retail and other vendors performing services within the Territory.

In addition to the fixed price for these services, the contract includes certain specified scopes of work that are defined in the contract and funded in the initial approval by the Board. These are defined in the contract as Allowance Scopes of Work. The contract also contemplates the need for incidental Additional Scopes of Work that may arise but are not yet covered under the Original Amount of the contract. As operational requirements evolve, these additional scopes are required to ensure ongoing safety and operational continuity and are subject to subsequent Board approval and funding as needed.

During the period of performance (January 2025–December 2025), GCMOC instructed GSH to perform various critical work activities due to urgent operational needs necessary to maintain the safe and continuous functioning of the GCM facility. These efforts included:

- Repair of damaged assets;
- Replacement of assets due to damage (such as water intrusion), obsolescence or vandalism;
- Retail construction; and
- Safety upgrades.

This critical work was contemplated through the Additional Scope of Work terms of the contract, which provides the framework for this Modification. Since this contract supports operations and maintenance, it was impossible to provide for technical scopes of work or unit costs ahead of contract award. It was determined that Additional Scopes of Work are to be included as periodic contract modifications. Given the time-sensitive nature of these activities and risks associated with any delay, the work was authorized to proceed in advance. Accordingly, this request is being submitted for ratification to formally recognize and approve the work performed and the associated costs.

For the various Additional Scopes of Work, GSH received proposals from approved subcontractors. The sum of the lowest proposals for each item was $3,400,725. Multiple negotiations were held and an agreement was reached on a total net cost of $2,858,104 for the total required additional scopes of work (approximately 16 percent less than its initial proposed costs and within range of the MTA's internal estimate). The price is therefore considered fair and reasonable. The net cost to the MTA of $2,858,104 includes GSH's overhead and profit, per the agreement.

GSH has certified that pursuant to EO 16, it is not doing business in Russia.

GSH has been evaluated to determine the necessity and appropriate scope of additional cybersecurity requirements for this modification, including any requirements under federal, state, and local law and regulations. All applicable MTA cybersecurity requirements are already included in the contractual terms and conditions, so no additional language is needed here.

Impact on Funding
This contract will be funded by operating funds approved in the GCMOC Operating budget.

New York City Transit Procurements

Sergio Paneque, Chief Procurement Officer – Procurement Operations

PROCUREMENTS

The Procurement Agenda this month includes 6 actions for a proposed estimated expenditure of $514.4M.

Subject	Request for Authorization to Award Various Procurements					June 18, 2026				
Department MTA Procurement						**Department**				
Department Head Name Sergio Paneque						**Department Head Name**				
Department Head Signature Sergio Paneque						**Department Head Signature**				
Project Manager Name Rose Davis						**Internal Approvals**				
Board Action										
Order	**To**	**Date**	**Approval**	**Info**	**Other**		**Approval**		**Approval**	
1	Committee	06/22/26					President NYCT	X	Buses	
2	Board	06/24/26				X	CFO	X	Paratransit	
						X	Law	X	Diversity/Civil Rights	

Internal Approvals (cont.)

Order	Approval	Order	Approval	Order	Approval	Order	Approval

PURPOSE

To obtain approval of the Board to award various contracts and purchase orders, and to inform the NYC Transit Committee of these procurement actions.

DISCUSSION

NYC Transit proposes to award Noncompetitive procurements in the following categories: None

NYC Transit proposes to award Competitive procurements in the following categories:

Procurements Requiring Two-Thirds Vote:		# of Actions		$ Amount
Schedule B:	Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)	1	$	TBD M
Schedules Requiring Majority Vote:				
Schedule F:	Personal Service Contracts	1	$	165.6 M
Schedule H:	Modifications to Personal/Miscellaneous Service Contracts	4	$	348.8 M
	SUBTOTAL	6	$	514.4 M

NYC Transit proposes to award Ratifications in the following categories: None

	TOTAL	6	$	514.4 M

COMPETITIVE BIDDING REQUIREMENTS: The procurement actions in Schedules A, B, C and D are subject to the competitive bidding requirements of PAL 1209 or 1265-a relating to contracts for the purchase of goods or public work. Procurement actions in the remaining Schedules are not subject to these requirements.

BUDGET IMPACT: The purchases/contracts will result in obligating funds in the amounts listed. Funds are available in the current operating/capital budgets for this purpose.

RECOMMENDATION: That the purchases/contracts be approved as proposed. (Items are included in the resolution of approval at the beginning of the Procurement Section.)

BOARD RESOLUTION

WHEREAS, in accordance with Sections 1265-a and 1209 of the Public Authorities Law and the All-Agency General Contract Procurement Guidelines, the Board authorizes the award of certain noncompetitive purchase and public work contracts, and the solicitation and award of requests for proposals regarding purchase and public work contracts; and

WHEREAS, in accordance with the All-Agency Service Contract Procurement Guidelines and General Contract Procurement Guidelines the Board authorizes the award of certain noncompetitive miscellaneous service and miscellaneous procurement contracts, certain change orders to purchase, public work, and miscellaneous service and miscellaneous procurement contracts, and

WHEREAS, in accordance with Section 2879 of the Public Authorities Law and the All-Agency Service Contract Procurement Guidelines, the Board authorizes the award of certain service contracts and certain change orders to service contracts.

NOW, the Board resolves as follows:

1. As to each purchase and public work contract set forth in annexed Schedule A, the Board declares competitive bidding to be impractical or inappropriate for the reasons specified therein and authorizes the execution of each such contract.

2. As to each request for proposals (for purchase and public work contracts) set forth in Schedule B for which authorization to solicit proposals is requested, for the reasons specified therein, the Board declares competitive bidding to be impractical or inappropriate, declares it is in the public interest to solicit competitive request for proposals, and authorizes the solicitation of such proposals.

3. As to each request for proposals (for purchase and public work contracts) set forth in Schedule C for which a recommendation is made to award the contract, the Board authorizes the execution of said contract.

4. As to each action set forth in Schedule D, the Board declares competitive bidding impractical or inappropriate for the reasons specified therein and ratifies each action for which ratification is requested.

5. The Board authorizes the execution of each of the following for which Board authorization is required: (i) the miscellaneous procurement contracts set forth in Schedule E; (ii) the personal service contracts set forth in Schedule F; (iii) the miscellaneous service contracts set forth in Schedule G; (iv) the modifications to personal/miscellaneous service contracts set forth in Schedule H; (v) the contract modifications to purchase and public work contracts set forth in Schedule I; and (vi) the modifications to miscellaneous procurement contracts set forth in Schedule J.

6. The Board ratifies each action taken set forth in Schedule K for which ratification is requested.

New York City Transit

JUNE 2026

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

B. Competitive Requests for Proposals (Solicitations of Purchase and Public Work Contracts)
(Staff Summaries required for items estimated to be greater than $1,000,000.)

1.	**RFP Authorizing Resolution** **Contract Term TBD** **Contract # Various**	**Cost to be determined**	***Staff Summary Attached***

Issue various competitive Request for Proposals for the procurement of up to 1,488 buses for NYC Transit and MTA Bus Company.

Procurements Requiring Majority Vote:

F. Personal Service Contracts
(Staff Summaries required for items estimated to be greater than $1,000,000.)

2.	**The Goodyear Tire and Rubber Co.** **Seven Years** **Contract # RFP 518921**	**$165,619,375**	***Staff Summary Attached***

Contract award to furnish, lease, and service bus tires for NYC Transit Department of Buses and MTA Bus Company.

H. Modification to Personal & Miscellaneous Service Contracts Awarded as Contracts for Services
(Staff Summaries required for items estimated to be greater than $1,000,000.)

3.	**ARRO Inc.**	**$37,263,998**	***Staff Summary Attached***
4.	**CTG Ltd.**	**$211,345,907**	↓
5.	**Sentry**	**$93,715,864**	↓
6.	**Islander**	**$6,481,719**	↓

Contract Terms: Each one year
Contract #s 6%28441.7 / 6%28439.12 / 6%28440.9 / 6%23299.6

Contract awards for the provision of Broker Car Service for Paratransit Access-A-Ride; Modification to extend each contract by one year and increase funding.

Staff Summary

Item Number 1			
Department **MTA Procurement, Sergio Paneque, CPO**			
Internal Approvals			
Order	**Approval**	**Order**	**Approval**
1 X	Procurement	6 X	President
2 X	Law		
3 X	CFO		
4 X	Buses/MTAB		
5 X	OPS		

SUMMARY INFORMATION	
Vendor Name RFP Authorizing Resolution	**Contract Nos.** Various
Descriptions Purchase of up to 1,488 buses (1,245 for NYC Transit and 243 for MTA Bus Company) through multiple solicitations	
Total Amount TBD	
Contract Term (including Options, if any) TBD	
Option(s) included in Total Amt? ☐ Yes ☒ No	
Renewal? ☐ Yes ☒ No	
Procurement Type ☒ Competitive ☐ Noncompetitive	
Solicitation Type ☒ RFP ☐ Bid ☐ Other:	
Funding Source ☐ Operating ☒ Capital ☒ Federal ☐ Other:	

Purpose

To request that the Board declare competitive bidding impractical or inappropriate for the procurement of up to 1,488 buses for NYC Transit and MTA Bus Company ("MTABC") and that it is in the public interest to issue competitive Request for Proposals ("RFP") pursuant to New York State Public Authorities Law, Section 1209, subdivision 9(g) for NYC Transit and New York State Public Authorities Law, Section 1265-a, subdivision 4(g) for MTABC.

Discussion

The Public Authorities Law, Section 1209, subdivision 9(g) and Section 1265-a, subdivision 4(g) permit NYC Transit and MTABC respectively, to use the competitive RFP process in lieu of competitive bidding to award contracts based on a formal evaluation of characteristics such as quality, delivery, and cost against stated selection criteria. NYC Transit and MTABC are desirous of utilizing such a procedure with respect to the procurement of 1,488 buses (1,245 and 243 buses respectively) remaining in the approved 2025–2029 Capital Plan. These buses will replace aging buses that have reached the end of their 12-year service life and will be operated throughout the five boroughs.

The approved 2025–2029 Capital Plan for NYC Transit and MTABC included 2,504 buses, of which 471 have already been ordered and 545 are anticipated to be acquired through an option on an existing contract. NYC Transit will conduct procurements for the remaining 1,488 buses.

Utilizing the RFP process will allow NYC Transit to select the proposals that offer the best overall value through negotiations and evaluation based on criteria that reflect the critical needs of each agency. Upon completion of each RFP process, NYC Transit will obtain Board approval for the actual contract awards.

NYC Transit will utilize different selection criteria for each contract based on the funding source; locally funded contracts will include a preference for New York State Content as an evaluative criterion while federally funded contracts will not, as the Federal Transit Administration strictly prohibits the use of geographic preference in the selection process.

By utilizing the RFP process for the acquisition of buses, NYC Transit will be able to (1) weigh factors such as overall project price and overall quality of proposer and product including delivery; (2) negotiate specific contract terms, such as warranty and payment terms; (3) negotiate technical matters as deemed appropriate; and (4) include any other factors that NYC Transit and/or MTABC deem relevant to their operations; and (5) potentially split awards in such a manner as deemed to be in the public interest provided that the terms and conditions offered by the proposers are commercially reasonable and the proposers' Best and Final Offers ("BAFOs") are deemed to be within a reasonable competitive range.

Alternative

Issue competitive Invitations for Bid. Not recommended given the complexity of these procurements and the advantages offered by the RFP process.

Impact on Funding

The 1,488 buses are part of the approved 2025–2029 Capital Program. Award of each contract will be subject to funding availability.

Recommendation

That the Board declare competitive bidding impractical or inappropriate for the procurement of up to 1,488 buses for NYC Transit and MTABC and that it is in the public interest to issue competitive RFPs pursuant to New York State Public Authorities Law, Section 1209, subdivision 9(g) for NYC Transit and New York State Public Authorities Law, Section 1265-a, subdivision 4(g) for MTABC.

Staff Summary

New York City Transit

Item Number 2			
Department, Department Head Name: **Procurement & Supply Chain, Sergio Paneque**			
Internal Approvals			
Order	**Approval**	**Order**	**Approval**
1 X	Procurement	6 X	President
2 X	Law		
3 X	DDCR		
4 X	Buses		
5 X	CFO		

SUMMARY INFORMATION	
Vendor Name The Goodyear Tire and Rubber Co.	**Contract No.** RFP 518921
Description Lease, Furnish and Service of Bus Tires for Department of Buses (DOB) and MTABC	
Total Amount: $165,619,375 $124,214,531 (NYCT) $41,404,844 (MTABC)	
Contract Term (including Options, if any) 7 Years	
Option(s) included in Total Amount? ☐ Yes ☒ No ☐ N/A	
Renewal? ☒ Yes ☐ No	
Procurement Type ☒ Competitive ☐ Noncompetitive	
Solicitation Type ☒ RFP ☐ Bid ☐ Other:	
Funding Source ☒ Operating ☐ Capital ☐ Federal ☐ Other:	

Purpose

To request that the Board approve the award of a competitive personal service contract to The Goodyear Tire and Rubber Company ("Goodyear") to furnish, lease, and service bus tires for New York City Transit Department of Buses ("DOB") and MTA Bus Company ("MTABC"). The contract will be for a term of seven years; the total estimated amount is $165,619,375. This estimate includes $124,214,531 for the DOB portion, and $41,404,844 for the MTABC portion.

Discussion

In order to support the safe and efficient operations of the revenue bus fleet, DOB and MTABC utilize a tire service program. This program involves two primary components, both to be performed by a single contractor: (1) the provision of tires on a lease basis, including inventory management and tire recycling; and (2) the provision of tire services including personnel and equipment at each bus facility to mount and dismount tires from wheel rims, inflate tires and perform monthly inspections of tread wear and inflation. DOB and MTABC personnel perform all wheel mounting/unmounting to/from buses. Also included in the contract are wheel painting, inter-facility transporting of tires, and a labor rate for overtime work performed as needed.

Tire leasing programs are the predominant model utilized by North America's largest transit bus fleets. DOB and MTABC seek to lease rather than purchase tires to leverage industry expertise to maximize the performance of the tire over its life and maintain a consistent budget for revenue vehicle tires directly proportionate to actual bus mileage driven. Through this program, DOB and MTABC benefit from vendor-managed inventory, comprehensive monthly inspections performed by manufacturer trained and certified personnel, and vendor-managed recycling of the tires at the end of their useful life.

The Request for Proposals ("RFP"), issued on September 25, 2025, requires the contractor to provide: (1) tires on a lease basis with per-mile lease rates for high- and low-floor buses; (2) a monthly rate for the provision of embedded depot-based labor and equipment at 28 DOB and MTABC locations to service the tires; (3) a rate to paint wheel rims; (4) a rate for inter-facility transporting of tires; and (5) an hourly labor rate to provide service during overtime hours as needed. The contractor is required to recycle the tires at the end of their useful life. The contract is performance-based and includes incentives for exceeding mileage requirements and deductions for failing to meet those requirements. The evaluation criteria for this RFP listed in descending order of importance are as follows: Proposer's Technical Qualifications, Overall Project Price and Other Relevant Matters.

The price schedule of the RFP included a fixed 39-month price for the tire lease, a fixed 12-month price for monthly service, and a fixed seven-year price for wheel painting and other tire services as defined above. On December 12, 2025, proposals were received from Goodyear and Bridgestone Americas Tire Operations, LLC ("Bridgestone"). Based on the recommendation of the Selection Committee ("SC"), both proposers were invited to oral presentations.

Oral Presentations focused on Goodyear and Bridgestone's technical ability to perform the contract; Goodyear demonstrated an in-depth understanding of the scope of work and technical specifications and proposed an experienced and skilled management team while the SC identified Bridgestone's staffing and start-up plan as a major concern which could negatively impact its ability to adequately support the scope and scale of this contract. Despite its concerns, the SC unanimously voted to invite both proposers for negotiations.

Negotiations were conducted with Goodyear and Bridgestone that centered the vendor's planned approach to the contract as well as pricing and deviations to the contract terms.

Best and Final Offers ("BAFOs") were received on May 4, 2026. Upon reviewing the BAFOs, the SC unanimously recommended award to Goodyear because it was found to be technically superior and its pricing compared favorably to DOB's estimate. It should be noted that after completing its review, the SC determined that Bridgestone was not technically qualified to perform the contract because it had not adequately addressed the concerns identified throughout the RFP process. The total value of contract award to Goodyear is estimated to be $165,619,375, which is $20,199,595.95 (10.9 percent) less than DOB's estimate of $185,818,971. The award amount is based on an estimated annual escalation on the tire lease rate and labor after the first 39 months, an annual estimate for damaged tires, a three-year run out period and cost of wheel painting and other tire services as needed over the full seven-year term of the contract. Goodyear's BAFO proposal has been found fair and reasonable by the Cost Price Analysis Unit.

Goodyear has certified pursuant to EO 16 that it does not do business in Russia.

The contract awarded to Goodyear resulting from this procurement was evaluated to determine the necessity and appropriate scope, if any, of cybersecurity requirements, including any requirements under federal, state, and local law and regulations. Goodyear has certified compliance with the MTA's cybersecurity requirements.

M/W/DBE Information
Based on the requirements set forth in the Scope of Work and a lack of subcontracting opportunities, MBE/WBE goals of zero percent were established for this contract.

Impact on Funding
Funding for this contract is available under Account 710109, RC 3433, Job 985.

Alternatives
None Recommended.

Recommendation
It is recommended that the Board approve the award of a contract to Goodyear to furnish, lease and service bus tires for DOB and MTABC. The contract will be for a term of seven years in the total estimated amount of $165,619,375; the estimate includes $124,214,531 for the DOB portion and $41,404,844 for the MTABC portion.

Item Number: 3-6

Vendor Names (Locations)

ARRO Inc. (New York, New York)
Corporate Transportation Group Ltd. (Brooklyn, New York)
Fejost LLC d/b/a Sentry Management Solutions (Bronx, New York)
Bel-Linda d/b/a Islander Transportation (Staten Island, New York)

Description:

Broker Car Service for Paratransit Access-A-Ride

Contract Term (including Options, if any)

3 Years (Base), plus 2 Years (Option)

Option(s) included in Total Amount? ☒ Yes ☐ No ☐ n/a

Procurement Type ☒ Competitive ☐ Noncompetitive

Solicitation Type ☒ RFP ☐ Bid ☐ Other:

Funding Source

☒ Operating ☐ Capital ☐ Federal ☐ Other:

Requesting Department:

Department of Paratransit, Rachel Cohen, Senior VP

Contract Numbers	AWO/Mod. #s
6%28441	7
6%28439	12
6%28440	9
6%23299	6

Original Amount:

6%28441 $ 158,411,532
6%28439 $ 160,806,656
6%28440 $ 162,360,366
6%23299 $ 10,163,549

Prior Modifications:

6%28441 $ 5,332,719
6%28439 $ 599,973,291
6%28440 $ 18,413,489
6%23299 $ 15,147,291

Current Amount:

6%28441 $ 163,744,251
6%28439 $ 760,779,947
6%28440 $ 180,773,855
6%23299 $ 25,310,840

This Request:

6%28441 $ 37,263,998
6%28439 $ 211,345,907
6%28440 $ 93,715,864
6%23299 $ 6,481,719

% of This Request to Current Amount:

6%28441	23.0%
6%28439	28.0%
6%28440	52.0%
6%23299	26.0%

Discussion:

NYC Transit is seeking Board approval to extend the contract term of the following contracts: 6%28441 with ARRO Inc (“ARRO”), 6%28439 with Corporate Transportation Group Ltd. (“CTG”), 6%28440 with Fejost, LLC d/b/a Sentry Management Solutions (“Sentry”), and 6%23299 with Bel-Linda d/b/a Islander Transportation (“Islander”) for the provision of Broker Car Service for Paratransit Access-A-Ride (“AAR”) by one year (to July 31, 2027). Additional funding in the estimated amounts of $37,263,998; $211,345,907; $93,715,864; and $6,481,719 respectively, are required in the total estimated amount of $348,807,488.

NYC Transit provides AAR service utilizing two different approaches: dedicated service and non-dedicated service. Dedicated service providers are known as Primary Carriers whose only business is to transport NYC Transit AAR customers using NYC Transit–owned vehicles. Non-dedicated service providers, such as Brokers, perform AAR service in concert with their existing operations. The use of non-dedicated services provides cost and operational benefits to NYC Transit in that Paratransit does not directly bear the total responsibility for maintenance and operating costs, as is the case with dedicated service. The Broker model is a fully Americans with Disabilities Act–compliant mode of paratransit transportation that utilizes contractor(s) to schedule and dispatch prearranged trips for AAR customers using the contractor’s own TLC-licensed taxi/for-hire vehicles and/or its non-dedicated subcontractor network of taxi and for-hire vehicles, including wheelchair accessible vehicles (“WAVs”).

This extension will allow for sufficient time to conduct the replacement competitive Request for Proposal ("RFP") for Broker Car Service. It also aligns with the Department of Paratransit's major technology platform upgrade, scheduled to go live in early 2027, ensuring that the new Broker contracts commence after the new system is in place, supporting a smooth transition. Further, the extension creates appropriate separation between the expiration of the Primary Carrier contracts in March 2027 and the future Broker contract expirations. Creating this buffer avoids the operational challenges that could result from switching AAR providers during the technology platform transition period.

Three of the Broker contracts—ARRO, CTG, and Sentry, referred to as the "all-borough" Broker contracts—were awarded via a competitive RFP conducted in 2021 with a base term of three years and an option term of an additional two years. They are in the final year of the option period which expires on July 31, 2026. The Staten Island Broker contract was awarded to Islander in 2019 under a separate competitive RFP which included a Class award exclusively for a Staten Island Broker. There are limited firms with a base location on Staten Island, and it can be both operationally challenging and cost prohibitive for non-dedicated providers located outside the borough to reliably complete Staten Island trips. Islander's contract was modified, extending its term to expire coterminously with the all-borough Broker contracts. The upcoming replacement RFP will again include an exclusive Class award for a Staten Island Broker.

Pricing for Broker Car Service (including Staten Island) is structured to provide rates based on zone-to-zone combinations, defined by intra- and inter-borough zip codes throughout the five boroughs. The weighted average cost per trip ("WACPT") of the all-borough contracts is currently $34.73 and can potentially increase to $45.80 if certain criteria are met which were added to these contracts in 2022 to address serious driver availability and operating issues that resulted from COVID. These incentives, when met, enable the contractors to continue to competitively attract a reliable driver workforce while maintaining performance as demand continues to increase. They have had a positive impact on AAR performance, effectively counteracting industry-wide competition for drivers and cost inflation pressures, which continue today. The current WACPT for the Islander contract is $28.35; with this extension, incentives contingent upon meeting certain criteria will be added, which can potentially increase Islander's WACPT to $31.35.

MTA's Cost/Price Analysis Unit determined that pricing for all four contracts is fair and reasonable, as each contractor is holding its current rates during the extension period. The analysis of pricing including incentives was found fair and reasonable.

The NYC Transit Controller's Office performed an updated financial analysis on all four Contractors and found each to be financially qualified to perform the work.

Each of the four contractors has certified that it does not conduct business operations in Russia within the meaning of Executive Order No. 16.

All four contracts have been evaluated to determine the necessity and appropriate scope, if any, of cybersecurity requirements, including any requirements under federal, state, and local law and regulations. Any applicable cybersecurity requirements, to the extent required, have been included in the contract terms and conditions.

Staff Summary

Item Number			
Department, Department Head Name: Chief Operating Officer, Allison L. C. de Cerreño PhD			
Internal Approvals			
Order	**Approval**	**Order**	**Approval**
1	General Counsel/Corporate Secretary	PLF	6/11/26
2	MTA Chief Procurement Officer		6/12/26
3	Director, B&T & C&D Budgets	yk	6/12/26
4	DDCR		
5	President		6/15/2026

SUMMARY INFORMATION	
Vendor Name Gannett Fleming Engineers and Architects, P.C.	**Contract No.** PSC-25-3078
Total Amount: $5,466,668	
Contract Term (including Options, if any) Six Years	
Option(s) included in Total Amount? ☐ Yes ☒ No ☐ N/A	
Renewal? ☐ Yes ☒ No	
Procurement Type ☒ Competitive ☐ Noncompetitive	
Solicitation Type ☒ RFP ☐ Bid ☐ Other:	
Funding Source ☒ Operating ☐ Capital ☐ Federal ☐ Other:	

Purpose

Bridges and Tunnels ("B&T"), in accordance with the All-Agency Service Contract Procurement Guidelines, is seeking Board approval to award a competitively solicited personal service contract to Gannett Fleming Engineers and Architects, P.C. ("Gannett") for E-ZPass® Interoperability Hub Consultant Services in the not-to-exceed amount of $5,466,668 for a duration of six years.

Discussion

The E-ZPass Inter-Agency Group ("IAG") is an association of 39-member toll agencies in 20 states that together manage the E-ZPass interoperable electronic toll collection system ("E-ZPass System"). Members operate independent Customer Service Centers ("CSCs") that enroll customers, issue transponders, manage customer accounts, and process and post toll transactions to the accounts. Each member agency ("Home agency"), under a reciprocity agreement, recognizes E-ZPass transponders issued by other member agencies ("Away agencies") on its toll facilities.

To modernize and streamline this exchange of transaction data, the IAG initiated the Phase 1 Hub project ("Phase 1"), which created the Hub architecture, a centralized system designed to serve as the single point of communication among all member agencies. This Hub replaces the former peer-to-peer structure in which every CSC had to send and retrieve files directly from every other agency, a process that became increasingly difficult as the network expanded. With completion of Phase 1 in 2023, the Hub now functions as the central exchange for all interagency traffic.

The IAG requires the services of a firm to provide ongoing technical and project management consulting services in support of Hub operations as it moves into Phases 2 and 3. These next phases will focus on integrating the Hub with other regional tolling hubs and preparing member agencies to comply with emerging national data standards and real-time exchange requirements. The selected consultant will work closely with the IAG Hub Administration Team, member CSCs, and other stakeholders to support interoperability and oversee technical documentation and system performance.

On behalf of the IAG, in November 2025 B&T issued a Request for Proposals ("RFPs") to vendors for Hub Consultant Services. The service requirements were publicly advertised, and 43 firms requested copies of the RFP. Proposals were received from three firms: Arcadis of New York, Inc., Innovative Business Concepts, Inc., and Gannett. The proposals were evaluated against established criteria set forth in the RFP, including the proposer's understanding of the project, the firm's record of performance, firm qualifications, proposed personnel, proposed schedule, and cost.

After completing the evaluations, the committee unanimously selected Gannett as it demonstrated a strong understanding of the work and

06-03-2026

had extensive experience developing and testing a national framework for toll interoperability and standardized data-exchange methods. This experience is particularly valuable, as the next phase involves integrating the Hub with other regional tolling hubs. Gannett is familiar with the IAG's operations, maintains the data exchange and reporting specifications for members, and has broad experience with toll agencies and CSC providers nationwide.

Gannett submitted a price proposal of $5,466,668, which is 7.19 percent higher than the IAG's estimate. A price analysis was conducted and the pricing submitted by Gannett is supported by adequate price competition. A cost analysis followed to evaluate proposed labor rates and level of effort. Gannett proposed five labor categories with an average hourly rate of $102.84, comprised of individual rates ranging from $53.24 to $151.83. The variation in hourly rates reflects differences in respective titles and qualifications. The proposed labor-hour level of effort and Gannett's projected annual 5 percent escalation of hourly rates were reviewed. During negotiations, the parties agreed that the proposed escalation rate would not be automatically applied and that any annual escalation request will be subject to review and determination solely by B&T, and in no event may any approved increase exceed 4 percent per labor rate.

Gannett is the incumbent on the Phase 1 contract, which totaled $3.1 million and expires June 30, 2026. The increase in cost for Phases 2 and 3 reflects escalation in labor rates and a more complex scope. Phase 2 extends the Hub beyond the E-ZPass network by enabling data exchange with other regional tolling hubs nationwide, requiring translation between IAG and national formats. Phase 3 goes even further by fully aligning the IAG with national real-time standards, requiring updates to every agency's back-office systems before nationwide, end-to-end interoperability can be achieved. Based on the foregoing, Gannett's proposed not-to-exceed amount is considered fair and reasonable.

Gannett is deemed to be a responsible consultant and has been performing satisfactorily under the Phase 1 contract.

The contract resulting from this procurement has been evaluated to determine the necessity and appropriate scope, if any, of cybersecurity requirements, including any requirements under federal, state, and local law and regulations.

No SAI per VRU

Gannett has certified that, pursuant to Executive Order 16, it is not doing business in Russia.

MBE, WBE & SDVOE Information

In accordance with State law, the MTA Department of Diversity and Civil Rights has established goals of 15 percent MBE, 15 percent WBE, and 6 percent SDVOE on this contract. Gannett has submitted MBE, WBE, SDVOE utilization plans that meet the goals.

Impact on Funding

Funding is available in the 2026 operating budget under General Ledger No. 712549. It is noted that the full cost of these services will be reimbursed by the IAG.

Alternatives

There are no recommended alternatives. The Authority and the IAG do not possess the resources to perform these services in-house.

Recommendation

It is recommended that the Board approve the award of this personal service contract, Contract PSC-25-3078, to Gannett in the not-to-exceed amount of $5,466,668.

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan - 2026 Adopted Budget
Accrual Statement of Operations by Category
May 2026 Monthly
($ in millions)

	Non-Reimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Variance: Fav/(Unfav) Dollars	Variance: Fav/(Unfav) Percent	Adopted Budget	Actual	Variance: Fav/(Unfav) Dollars	Variance: Fav/(Unfav) Percent	Adopted Budget	Actual	Variance: Fav/(Unfav) Dollars	Variance: Fav/(Unfav) Percent
Revenue												
Farebox Revenue	$471.9	$457.0	($14.8)	(3.1)	$0.000	$0.000	$0.000	N/A	$471.9	$457.0	($14.8)	(3.1)
Toll Revenue	245.0	239.3	(5.7)	**(2.3)**	0.000	0.000	0.000	N/A	245.0	239.3	(5.7)	**(2.3)**
Other Revenue	84.1	687.4	603.2	> 100.0	0.0	0.3	0.3	N/A	84.1	687.6	603.5	>100.0
Capital and Other Reimbursements	0.0	0.0	0.0	N/A	225.8	218.1	(7.7)	(3.4)	225.8	218.1	(7.7)	(3.4)
Total Revenues	**$801.1**	**$1,383.7**	**$582.6**	**72.7**	**$225.8**	**$218.3**	**($7.4)**	**(3.3)**	**$1,026.8**	**$1,602.1**	**$575.2**	**56.0**
Expenses												
Labor:												
Payroll	$546.7	$537.5	$9.2	1.7	$78.8	$66.2	$12.6	16.0	$625.5	$603.6	$21.9	3.5
Overtime	74.2	95.0	(20.8)	(28.0)	23.3	25.0	(1.7)	7.3	97.5	120.0	(22.5)	(23.1)
Health and Welfare	166.4	162.8	3.6	2.1	9.9	8.5	1.5	14.7	176.3	171.3	5.0	2.8
OPEB Current Payments	76.5	44.3	32.3	42.2	1.5	1.5	0.0	(0.2)	78.1	45.8	32.3	41.4
Pension	138.8	141.1	(2.3)	(1.6)	11.6	8.2	3.4	29.0	150.4	149.3	1.1	0.7
Other Fringe Benefits	97.0	99.7	(2.8)	(2.8)	27.2	25.3	2.0	7.3	124.2	125.0	(0.8)	(0.6)
Reimbursable Overhead	(47.3)	(49.9)	2.6	5.5	47.3	49.8	(2.5)	(5.3)	0.0	(0.1)	0.1	>100.0
Total Labor Expenses	**$1,052.3**	**$1,030.4**	**$21.8**	***2.1***	**$199.7**	**$184.5**	**$15.2**	***7.6***	**$1,252.0**	**$1,214.9**	**$37.1**	***3.0***
Non-Labor:												
Electric Power	$51.2	$52.4	($1.2)	(2.3)	$0.1	$0.1	$0.0	(19.5)	$51.2	$52.4	($1.2)	(2.3)
Fuel	16.6	25.4	(8.8)	(53.0)	0.0	0.0	0.0	95.6	16.6	25.4	(8.8)	(52.9)
Insurance	2.2	5.1	(2.8)	<(100.0)	0.9	0.7	0.2	22.4	3.1	5.7	(2.6)	(84.4)
Claims	36.5	32.0	4.5	12.2	0.0	0.0	0.0	N/A	36.5	32.0	4.5	12.2
Paratransit Service Contracts	75.2	65.6	9.7	12.9	0.0	0.0	0.0	N/A	75.2	65.6	9.7	12.9
Maintenance and Other Operating Contracts	82.9	69.6	13.3	16.0	5.9	9.4	(3.5)	(58.4)	88.8	79.0	9.8	11.1
Professional Services Contracts	66.5	47.7	18.8	28.3	8.6	11.9	(3.3)	(37.9)	75.1	59.5	15.6	20.7
Materials and Supplies	62.7	62.0	0.6	1.0	10.2	11.3	(1.1)	(10.5)	72.9	73.3	(0.5)	(0.6)
Other Business Expenses	23.4	23.5	0.0	0.2	0.4	0.6	(0.2)	58.8	23.8	24.0	(0.3)	1.1
Total Non-Labor Expenses	**$ 417.2**	**$ 383.2**	**$ 34.0**	***8.2***	**$26.0**	**$33.8**	**($7.8)**	**(29.9)**	**$ 443.2**	**$ 417.0**	**$ 26.2**	***5.9***
Other Expense Adjustments												
Other	$ (0.4)	$ 1.6	($2.0)	<(100.0)	$0.0	$0.0	$0.0	N/A	$ (0.4)	$ 1.6	$ (2.0)	<(100.0)
General Reserve	0.0	0.0	0.0	N/A	0.0	0.0	0.0	N/A	0.0	0.0	0.0	N/A
Total Other Expense Adjustments	**$ (0.4)**	**$ 1.6**	**($2.0)**	<(100.0)	**$0.0**	**$0.0**	**$0.0**	**N/A**	**$ (0.4)**	**$ 1.6**	**$ 2.0**	**>100.0**
Total Expenses Before Non-Cash Liability Adjs.	**$1,469.0**	**$1,415.2**	**$53.8**	**3.7**	**$225.8**	**$218.3**	**$7.4**	**3.3**	**$1,694.8**	**$1,633.5**	**$61.3**	**3.6**
Depreciation	327.2	327.4	(0.1)	(0.0)	0.0	0.0	0.0	N/A	327.2	327.4	(0.140)	(0.0)
GASB 49 Environmental Remediation	0.5	1.2	(0.7)	<(100.0)	0.0	0.0	0.0	N/A	0.5	1.2	(0.688)	<(100.0)
GASB 68 Pension Expense Adjustment	0.0	0.0	0.0	100.0	0.0	0.0	0.0	N/A	0.0	0.0	0.000	100.0
GASB 75 OPEB Expense Adjustment	0.0	0.0	0.0	N/A	0.0	0.0	0.0	N/A	0.0	0.0	0.000	N/A
GASB 87 Lease Adjustment	3.7	0.7	3.0	80.8	0.0	0.0	0.0	N/A	3.7	0.7	2.952	80.8
GASB 96 SBITA Adjustment	7.0	5.8	1.2	17.1	0.0	0.0	0.0	N/A	7.0	5.8	1.203	17.1
GASB 101 Compensated Absences	1.7	3.4	(1.8)	<(100.0)	0.0	0.0	0.0	N/A	1.7	3.4	(1.774)	<(100.0)
Total Non-Cash Liability Adjustments	**$ 340.1**	**$ 338.5**	**$1.6**	***0.5***	**$0.0**	**$0.0**	**$0.0**	**N/A**	**$ 340.1**	**$ 338.5**	**$ 1.6**	***0.5***
Total Expenses After Non-Cash Liability Adjs.	**$1,809.1**	**$1,753.7**	**$55.4**	**3.1**	**$225.8**	**$218.3**	**$7.4**	**3.3**	**$2,034.9**	**$1,972.0**	**$62.8**	**3.1**
Less: B&T Depreciation & GASB Adjustments	$18.5	$21.6	($3.2)	(17.0)	$0.0	$0.0	$0.0	N/A	$18.5	$21.6	($3.2)	(17.0)
Adjusted Total Expenses	**$1,790.6**	**$1,732.1**	**$58.5**	**0.0**	**$225.8**	**$218.3**	**$7.4**	**0.0**	**$2,016.4**	**$1,950.4**	**$66.0**	**0.0**
Net Surplus/(Deficit)	**($989.5)**	**($348.4)**	**$641.2**	**0.0**	**$0.0**	**$0.0**	**$0.0**	**(0.0)**	**($989.5)**	**($348.4)**	**$641.2**	**0.0**
Total Subsidies	**$740.8**	**$2,985.7**	**$2,244.9**	**> 100.0**	**$0.0**	**$0.0**	**$0.0**	**N/A**	**$740.8**	**$2,985.7**	**$2,244.9**	**>100.0**
Debt Service	**211.6**	**186.2**	**25.4**	**12.0**	**0.0**	**0.0**	**0.0**	**N/A**	**211.6**	**186.2**	**25.4**	**12.0**

Notes: Totals may not add due to rounding.
Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the YTD results.

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan - 2026 Adopted Budget
Accrual Statement of Operations by Category
May 2026 Year-to-Date
($ in millions)

	Non-Reimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Variance: Fav/(Unfav) Dollars	Percent	Adopted Budget	Actual	Variance: Fav/(Unfav) Dollars	Percent	Adopted Budget	Actual	Variance: Fav/(Unfav) Dollars	Percent
Revenue												
Farebox Revenue	$2,211.8	$2,172.5	($39.4)	(1.8)	$0.000	$0.000	$0.000	N/A	$2,211.8	$2,172.5	($39.4)	(1.8)
Toll Revenue	1,100.2	1,093.2	(7.0)	**(0.6)**	0.000	0.000	0.000	N/A	1,100.2	1,093.2	(7.0)	**(0.6)**
Other Revenue	445.5	1,049.9	604.4	> 100.0	0.0	(0.5)	(0.5)	N/A	445.5	1,049.4	603.9	>100.0
Capital and Other Reimbursements	0.0	0.0	0.0	N/A	1,103.1	1,016.8	(86.4)	(7.8)	1,103.1	1,016.8	(86.4)	(7.8)
Total Revenues	**$3,757.5**	**$4,315.6**	**$558.1**	**14.9**	**$1,103.1**	**$1,016.3**	**($86.9)**	**(7.9)**	**$4,860.6**	**$5,331.9**	**$471.2**	**9.7**
Expenses												
Labor:												
Payroll	$2,689.6	$2,607.9	$81.7	3.0	$387.6	$322.9	$64.6	16.7	$3,077.2	$2,930.9	$146.3	4.8
Overtime	381.7	518.3	(136.6)	(35.8)	107.4	113.2	(5.8)	5.4	489.1	631.5	(142.4)	(29.1)
Health and Welfare	831.8	785.3	46.6	5.6	47.4	40.5	6.9	14.5	879.2	825.8	53.4	6.1
OPEB Current Payments	391.4	344.8	46.6	11.9	7.7	7.6	0.1	1.8	399.2	352.4	46.8	11.7
Pension	692.1	706.7	(14.6)	(2.1)	55.6	40.1	15.5	27.9	747.7	746.8	0.9	0.1
Other Fringe Benefits	487.5	497.8	(10.3)	(2.1)	133.2	121.4	11.7	8.8	620.7	619.2	1.5	0.2
Reimbursable Overhead	(228.8)	(231.1)	2.3	1.0	228.8	229.9	(1.2)	(0.5)	0.0	(1.2)	1.2	>100.0
Total Labor Expenses	**$5,245.4**	**$5,229.7**	**$15.7**	***0.3***	**$967.6**	**$875.7**	**$91.9**	***9.5***	**$6,213.0**	**$6,105.4**	**$107.6**	***1.7***
Non-Labor:												
Electric Power	$270.3	$317.2	($46.8)	(17.3)	$0.3	$0.4	($0.1)	(55.7)	$270.6	$317.6	($46.9)	(17.3)
Fuel	98.7	111.9	(13.2)	(13.4)	0.1	0.3	(0.2)	<(100.0)	98.8	112.2	(13.4)	(13.6)
Insurance	10.3	28.9	(18.6)	<(100.0)	4.0	3.4	0.6	15.3	14.3	32.3	(18.0)	<(100.0)
Claims	183.0	165.5	17.5	9.6	0.0	0.0	0.0	N/A	183.0	165.5	17.5	9.6
Paratransit Service Contracts	345.3	305.3	40.0	11.6	0.0	0.0	0.0	N/A	345.3	305.3	40.0	11.6
Maintenance and Other Operating Contracts	410.9	394.5	16.4	4.0	34.4	35.7	(1.3)	(3.7)	445.3	430.2	15.1	3.4
Professional Services Contracts	319.7	280.3	39.4	12.3	51.4	47.7	3.8	7.4	371.1	327.9	43.2	11.6
Materials and Supplies	327.1	305.1	22.0	6.7	46.0	50.6	(4.7)	(10.2)	373.0	355.8	17.3	4.6
Other Business Expenses	137.3	113.0	24.3	17.7	(0.6)	2.5	(3.1)	<(100.0)	136.7	115.5	21.2	15.5
Total Non-Labor Expenses	**$ 2,102.6**	**$ 2,021.7**	**$ 80.9**	***3.8***	**$135.5**	**$140.6**	**($5.1)**	**(3.7)**	**$ 2,238.1**	**$ 2,162.2**	**$ 75.9**	***3.4***
Other Expense Adjustments												
Other	$ (3.1)	$ 14.1	($17.2)	<(100.0)	$0.0	$0.0	$0.0	N/A	$ (3.1)	$ 14.1	$ (17.2)	<(100.0)
General Reserve	0.0	0.0	0.0	N/A	0.0	0.0	0.0	N/A	0.0	0.0	0.0	N/A
Total Other Expense Adjustments	**$ (3.1)**	**$ 14.1**	**($17.2)**	<(100.0)	**$0.0**	**$0.0**	**$0.0**	**N/A**	**$ (3.1)**	**$ 14.1**	**$ 17.2**	**>100.0**
Total Expenses Before Non-Cash Liability Adjs.	**$7,344.9**	**$7,265.5**	**$79.4**	**1.1**	**$1,103.1**	**$1,016.3**	**$86.9**	**7.9**	**$8,448.0**	**$8,281.7**	**$166.3**	**2.0**
Depreciation	1,636.1	1,632.1	4.0	0.2	0.0	0.0	0.0	N/A	1,636.1	1,632.1	4.022	0.2
GASB 49 Environmental Remediation	2.5	4.1	(1.6)	(65.9)	0.0	0.0	0.0	N/A	2.5	4.1	(1.648)	(65.9)
GASB 68 Pension Expense Adjustment	0.0	0.0	0.0	100.0	0.0	0.0	0.0	N/A	0.0	0.0	0.000	100.0
GASB 75 OPEB Expense Adjustment	0.0	0.0	0.0	N/A	0.0	0.0	0.0	N/A	0.0	0.0	0.000	N/A
GASB 87 Lease Adjustment	12.0	10.7	1.3	11.1	0.0	0.0	0.0	N/A	12.0	10.7	1.341	11.1
GASB 96 SBITA Adjustment	18.3	21.0	(2.7)	(14.8)	0.0	0.0	0.0	N/A	18.3	21.0	(2.711)	(14.8)
GASB 101 Compensated Absences	8.3	13.1	(4.8)	(58.0)	0.0	0.0	0.0	N/A	8.3	13.1	(4.813)	(58.0)
Total Non-Cash Liability Adjustments	**$ 1,677.2**	**$ 1,681.0**	**($3.8)**	(0.2)	**$0.0**	**$0.0**	**$0.0**	**N/A**	**$ 1,677.2**	**$ 1,681.0**	**$ (3.8)**	**(0.2)**
Total Expenses After Non-Cash Liability Adjs.	**$9,022.1**	**$8,946.5**	**$75.6**	**0.8**	**$1,103.1**	**$1,016.3**	**$86.9**	**7.9**	**$10,125.2**	**$9,962.7**	**$162.5**	**1.6**
Less: B&T Depreciation & GASB Adjustments	$96.6	$108.1	($11.5)	(11.9)	$0.0	$0.0	$0.0	N/A	$96.6	$108.1	($11.5)	(11.9)
Adjusted Total Expenses	**$8,925.5**	**$8,838.4**	**$87.1**	**0.0**	**$1,103.1**	**$1,016.3**	**$86.9**	**0.0**	**$10,028.6**	**$9,854.7**	**$174.0**	**0.0**
Net Surplus/(Deficit)	**($5,168.0)**	**($4,522.8)**	**$645.2**	**0.0**	**$0.0**	**$0.0**	**$0.0**	**(0.0)**	**($5,168.0)**	**($4,522.8)**	**$645.2**	**0.0**
Total Subsidies	**$6,371.9**	**$6,888.1**	**$516.2**	**8.1**	**$0.0**	**$0.0**	**$0.0**	**N/A**	**$6,371.9**	**$6,888.1**	**$516.2**	**8.1**
Debt Service	**1,190.5**	**1,153.8**	**36.7**	**3.1**	**0.0**	**0.0**	**0.0**	**N/A**	**1,190.5**	**1,153.8**	**36.7**	**3.1**

Notes: Totals may not add due to rounding.
Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the YTD results.

METROPOLITAN TRANSPORTATION AUTHORITY
CONSOLIDATED ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND PRELIMINARY ACTUAL - ACCRUAL BASIS
May 2026
($ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	May Favorable (Unfavorable) $	May Favorable (Unfavorable) %	May Reason for Variance	May 2026 YEAR-TO-DATE Favorable (Unfavorable) $	May 2026 YEAR-TO-DATE Favorable (Unfavorable) %	May 2026 YEAR-TO-DATE Reason for Variance
Farebox Revenue	NR	(14.8)	(3.1)	NYCT and MTA Bus were unfavorable by $7.4M and $2.0M, respectively. LIRR was unfavorable by $6.3M, reflecting service suspension from May 16 to May 18 due to a work stoppage. These results were partially offset by a favorable variance at MNR of $0.9M, mainly due to higher ridership.	(39.4)	(1.8)	NYCT and MTA Bus were unfavorable by $33.0M and $10.8M, respectively, mainly due to lower paid ridership, including from the impacts of extreme snowfall on January 25th and February 20th. The MNR and the LIRR were favorable by $2.9M and $1.7M, respectively, with snowfall impacts more than offset by higher ridership despite the LIRR service suspension.
Vehicle Toll Revenue	NR	(5.7)	(2.3)	Toll revenue was unfavorable due to lower traffic.	(7.0)	(0.6)	Toll revenue was unfavorable due to lower traffic, including from the impacts of the January and February snowstorms.
Other Operating Revenue	NR	603.2	*	MTAHQ was favorable by $598.0M due to the receipt of a $590M FEMA COVID reimbursement, and NYCT was favorable by $4.3M mainly due to higher real estate revenue and Transit Security Grant Program reimbursement.	604.4	*	MTAHQ was favorable by $601.0M due to the continuation of drivers referenced for the month. FMTAC was favorable by $3.2M due to higher realized investment income. MNR was favorable by $2.7M mainly due to higher advertising, interest, and station revenues, and the LIRR was favorable by $2.4M mainly due to higher interest and miscellaneous income. These results were partially offset by unfavorable variances of $2.1M at B&T, mainly due to lower telephone cable rental income, lower fees, and lower than expected FEMA storm-related reimbursement; $1.5M at MTA Bus, mainly due to lower advertising revenue and insurance recoveries; and $1.4M at NYCT, mainly due to lower paratransit reimbursement (offset by lower paratransit expense).
Payroll	NR	9.2	1.7	NYCT and MTA Bus were favorable by $7.9M and $0.5M, respectively, mainly due to vacancies; the LIRR was favorable by $2.8M, mainly due to lower pay rates; and MNR was favorable by $1.3M, mainly due to hiring and attrition as well as the lower retroactive wage payments. These results were partially offset by an unfavorable variance of $3.4M at MTAHQ, mainly due to timing and budgets residing at other agencies.	81.7	3.0	NYCT, the LIRR and MNR were favorable by $79.5, $10.0M and $1.0M, respectively, due to the continued drivers referenced in the monthly explanation. These results were partially offset by unfavorable variances of $6.8M at MTAHQ, mainly due to budgets residing at other agencies, and $1.9M at MTA Bus, mainly due to represented contract settlements and retroactive wage payments.
Overtime	NR	(20.8)	(28.0)	NYCT was favorable by $21.1M, mainly due to higher absentee coverage requirements; MTAHQ was favorable by $1.0M, mainly due to higher MTAPD requirements; and MTA Bus was favorable by $0.5M mainly due to programmatic maintenance and vacancy coverage. These unfavorable variances were partially offset by a favorable variance of $1.2M at MNR, mainly due to lower programmatic maintenance.	(136.6)	(35.8)	Reflecting the continuation of drivers referenced for the month, NYCT and MTAHQ were unfavorable by $116.8M and $3.8M, respectively. The LIRR was unfavorable by $12.8M, mainly due to weather emergencies and unscheduled maintenance; B&T was unfavorable by $1.6M mainly due to higher maintenance and weather emergencies; and MTA Bus was unfavorable by $1.3M, mainly due to programmatic maintenance and weather emergencies.
Health and Welfare	NR	3.6	2.1	MTA Bus and B&T were favorable by $2.0M and $0.7M, respectively, mainly due to the timing. The LIRR was favorable by $0.8M due to vacancies and lower rates.	46.6	11.9	NYCT was favorable by $31.6M mainly due to the timing of prescription rebate credits. MTA Bus and the LIRR were favorable by $9.1M and $5.0M, respectively, due to the continued drivers referenced in the monthly explanation, and B&T was favorable by $2.4M due to lower expenses. These favorable variances were partially offset by an unfavorable $1.3M variance at MNR due to higher rates.
OPEB - Current Payments	NR	32.3	42.2	NYCT was favorable by $32.0M mainly due to timing. Other variances were minor.	46.6	11.9	NYCT and MTA Bus were favorable by $51.1M and $1.5M, respectively, mainly due to timing. These favorable variances were partially offset by unfavorable variances at B&T, MNR, and the LIRR of $2.3M, $1.4M, and $0.5M, respectively, mainly due to a higher number of retirees, and $1.8M at MTAHQ, mainly due to actuarial requirements.
Pensions	NR	(2.3)	(1.6)	The LIRR was unfavorable by $2.8M due to timing, partially offset by a favorable variance of $0.5M at MNR, mainly due to lower labor costs.	(14.6)	(2.1)	The LIRR and NYCT were unfavorable by $11.6M and $2.5M, respectively, mainly due to timing. B&T was unfavorable by $1.0M mainly due to the non-reimbursable/reimbursable allocation mix. These favorable variances were partially offset by a favorable variance at MNR of $0.6M, mainly due to lower rates and labor costs.
Other Fringe Benefits	NR	(2.8)	(2.8)	LIRR was unfavorable by $1.8M, mainly due to FELA indemnity reserves; NYCT was unfavorable by $1.5M, mainly due to the timing of overhead credits; and MTAHQ was unfavorable by $0.6M, mainly due to higher workers' compensation. These unfavorable variances have been partially offset by favorable variances of $0.8M at MNR, mainly due to a higher employee claim provision and labor costs, and $0.5M at B&T, mainly due to lower than budgeted FICA expenses.	(10.3)	(2.1)	NYCT, MNR, and MTAHQ were unfavorable by $9.2M, $4.1M, and $1.4M, respectively, due to the continued drivers referenced in the monthly explanation; and SIR was unfavorable by $1.1M mainly due to timing. These results are partially offset by favorable variances of $2.6M at MTA Bus, mainly due to timing; $2.4M at the LIRR, mainly due to higher Railroad Retirement taxes; and $0.7M at B&T, mainly due to lower workers' compensation costs.
Reimbursable Overhead	NR	2.6	5.5	The timing of project activity was responsible for the favorable variances of $3.8M at NYCT and $1.4M at MTAHQ, partially offset by an unfavorable variance of $2.4M at MNR.	2.3	1.0	The timing of project activity was responsible for favorable variances of $12.1M at NYCT, $8.3M at MTAHQ, and $1.5M at the LIRR, partially offset by unfavorable variances of $17.3M at MNR, $1.4M at MTAC&D, and $1.1M at B&T.
Electric Power	NR	(1.2)	(2.3)	Unfavorable variances include $1.3M at the LIRR, and $0.6M at B&T, both mainly due to higher rates.	(46.8)	(17.3)	Unfavorable variances include $36.3M at NYCT, $6.9M at the LIRR, $2.5M at MNR, and $0.6M at SIR, all mainly due to higher consumption and higher rates.
Fuel	NR	(8.8)	(53.0)	Unfavorable variances include $4.5M at NYCT, $1.9M at MTA Bus, $1.3M at the LIRR, and $1.1M at MNR, all due to higher rates.	(13.2)	(13.4)	Unfavorable variances include $4.2M at MTA Bus, $3.9M at the LIRR, and $3.7M at MNR, all mainly due to higher rates. NYCT was unfavorable by $1.9M mainly due to higher consumption.
Insurance	NR	(2.8)	*	Unfavorable variances of $4.5M at FMTAC, mainly due to timing, and $0.8M at MTAHQ, mainly due to higher vehicle liability insurance and timing of vehicle liability insurance charges. These results were partially offset by favorable variances of $1.2M at NYCT and $0.9M at SIR, both mainly due to timing.	(18.6)	*	Unfavorable variances include $23.1M at FMTAC, mainly due to timing, and $1.0M at the LIRR, mainly due to higher property insurance. These unfavorable variances were partially offset by favorable variances of $2.7M at NYCT and $1.2M at MTA Bus, both mainly due to timing, and $0.7M at MNR, mainly due to lower premiums.
Claims	NR	4.5	12.2	Favorable variances of $5.6M at FMTAC, mainly due to the recording of claim expense based on 2025 year-end projected loss reserves from the actuary, and $0.7M at the LIRR, mainly due to a decrease in reserves. These favorable variances were partially offset by an unfavorable variance of $1.6M at MTA Bus due to higher premiums.	17.5	9.6	Reflecting the continuation of drivers referenced for the month, FMTAC was favorable by $28.4M, partially offset by unfavorable variances of $7.8M at MTA Bus and $3.5M at the LIRR.
Paratransit Service Contracts	NR	9.7	12.9	Favorable $9.7M at NYCT mainly due to lower trip volume and lower support costs.	40.0	11.6	Favorable $40.0M at NYCT mainly due to lower trip volume and lower support costs.

METROPOLITAN TRANSPORTATION AUTHORITY
CONSOLIDATED ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND PRELIMINARY ACTUAL - ACCRUAL BASIS
May 2026
($ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	May Favorable (Unfavorable) $	May Favorable (Unfavorable) %	May Reason for Variance	May 2026 Year-to-Date Favorable (Unfavorable) $	May 2026 Year-to-Date Favorable (Unfavorable) %	May 2026 Year-to-Date Reason for Variance
Maintenance and Other Operating Contracts	NR	13.3	16.0	MTAHQ was favorable by $5.0M mainly due to telecom credits; $3.6M at MNR, mainly due to the reclassification of MTA police and real estate chargeback actuals to professional services; $2.0M at NYCT mainly due to timing; $1.9M at the LIRR mainly due to higher project reimbursement for vehicles and work train usage and timing; and $1.1M at MTA Bus and $0.8M at SIR mainly due to timing. These results were partially offset by an unfavorable variance of $1.2M at B&T, mainly due to the timing of E-ZPass Tags expenses and Major Maintenance & Painting expenses.	16.4	4.0	Reflecting the continuation of drivers referenced for the month, MNR, the LIRR, and SIR were favorable by $21.2M, $3.7M, and $3.4M, and respectively; B&T was $6.7M favorable, mainly due to lower Major Maintenance & Painting, tolling back office costs, and Customer Service Center expenses; and MTA Bus and GCMOC were favorable by $3.9M and $2.3M, respectively, mainly due to timing. These results were partially offset by unfavorable variances of $22.4M at NYCT, mainly due to timing, and $2.4M at MTAHQ due to the continuation of drivers referenced for the month.
Professional Service Contracts	NR	18.8	28.3	The overall outcome was primarily attributable to the following favorable variances: MTAHQ, NYCT, and MTAC&D were favorable by $24.2M, $0.8M, and $0.6M, respectively, all mainly due to timing. These results were partially offset by unfavorable variances of $4.9M at B&T, mainly due to the timing of underwriting costs for bond issuance, and $2.2M at MNR, mainly due to the reclassification of MTAPD and real estate expenses from maintenance and other operating contracts, and $0.9M at the LIRR, mainly due to timing.	39.4	12.3	Reflecting the continuation of drivers referenced for the month, MTAHQ, NYCT, MTA Bus, and SIR were favorable by $35.4M, $15.8M, $6.3M, and $1.1M, mainly due to timing. These results were partially offset by unfavorable variances of $12.0M at MNR, $6.0M at B&T, and $1.3M at the LIRR, all due to the continuation of drivers referenced for the month.
Materials & Supplies	NR	0.6	1.0	MNR was favorable by $1.0M, mainly due to timing, and the LIRR was favorable by $0.5M, mainly due to timing and RCM activity, partially offset by an unfavorable variance of $0.6M at B&T, mainly due to higher Roadway Equipment expenses.	22.0	6.7	The LIRR and MNR were favorable by $20.7M and $3.5M, respectively, both mainly due to timing. These results were partially offset by unfavorable variances of $1.4M at MTA Bus, mainly due to timing, and $0.7M at B&T, mainly due to higher deicing materials expenses.
Other Business Expenses	NR	0.0	0.2	MNR was unfavorable by $0.6M, mainly due to higher West-of-Hudson subsidy payments to NJT and lower Amtrak expense recoveries, and $0.6M at FMTAC, mainly due to higher general & administrative expenses. These results were partially offset by a favorable variance of $1.2M, mainly due to timing	24.3	17.7	MTAHQ was favorable by $16.3M, mainly due to the timing of internal subsidies; NYCT was favorable by $3.6M mainly due to timing; B&T was favorable by $2.5M, mainly due to lower debt collection expenses; and MNR was favorable by $1.7M, mainly due to lower miscellaneous expenses, higher Amtrak expense recoveries, and timing; and the LIRR was favorable by $1.5M mainly due to lower payroll taxes, bad debt reserves and payments received from restitution on property damage. These favorable variances were partially offset by $1.5M mainly due to higher general & administrative expenses.
Other Expense Adjustments	NR	(2.0)	*	FMTAC is unfavorable by $2.2M mainly due to a shift in the market value of the invested asset portfolio.	17.2	*	FMTAC is unfavorable by $16.8M mainly due to a shift in the market value of the invested asset portfolio.
Depreciation	NR	(0.1)	(0.0)	Unfavorable variances: $4.0M at MTAHQ, $2.0M at MTA Bus, $1.6M at the LIRR, $1.3M at SIR, $1.0M at GCMOC, and $1.0M at B&T. Favorable variances: $10.0M at NYCT and $0.7M at MNR.	4.0	0.2	Favorable variances of $49.2M at NYCT and $0.6M at MNR. Unfavorable variances of $20.0M at MTAHQ, $8.1M at the LIRR, $5.9M at SIR, $5.1M a GCMOC, $4.6M at MTA Bus, and $2.0M at B&T.
GASB 49 Environmental Remediation	NR	(0.7)	*	Unfavorable variance: $1.0M at the LIRR. Other variances were minor.	(1.6)	(65.9)	Unfavorable variance: $3.2M at the LIRR. Other variances were minor.
GASB 68 Pension Expense Adjustment	NR	0.0	*	Agency variances were minor.	0.0	*	Agency variances were minor.
GASB 75 OPEB Expense Adjustment	NR	0.0	0.0	Reflects the impact of a Generally Accepted Accounting Principles (GAAP) change in OPEB liability (GASB 75). Agency variances were minor.	0.0	0.0	Reflects the impact of a Generally Accepted Accounting Principles (GAAP) change in OPEB liability (GASB 75). Agency variances were minor.
GASB 87 Lease Adjustment	NR	3.0	80.8	GAAP-required recognition of certain lease assets and liabilities for leases previously classified as operating leases based on contract provisions, including favorable variances of $1.8M at MTAHQ, $1.3M at NYCT, and $0.5M at the LIRR. These variances are partially offset by an unfavorable variance of $0.6M at B&T.	1.3	11.1	GAAP-required recognition of certain lease assets and liabilities for leases previously classified as operating leases based on contract provisions, including favorable variances of $7.9M at MTAHQ and $3.7M at NYCT. These variances are partially offset by unfavorable variances of $4.7M at the LIRR, $3.9M at MNR, and $1.6M at B&T.
GASB 96 SBITA Adjustment	NR	1.2	17.1	GAAP-required recognition of subscription-based information technology arrangements. Favorable variance of $1.0M at MTAHQ.	(2.7)	(14.8)	GAAP-required recognition of subscription-based information technology arrangements. Unfavorable variances of $2.0M at MTAHQ, $0.8M at the LIRR, and $0.5M at NYCT, partially offset by a favorable variance of $0.5M at the MNR.
GASB 101 Compensated Absences	NR	(1.8)	*	GAAP-required recognition of liabilities for compensated absences that are recognized for (1) leave that has not been used and (2) leave that has been used but not yet paid in cash or settled through noncash means. Unfavorable variances include $1.3M at MTAHQ and $0.5M at NYCT. Other variances were minor.	(4.8)	(58.0)	GAAP-required recognition of liabilities for compensated absences that are recognized for (1) leave that has not been used and (2) leave that has been used but not yet paid in cash or settled through noncash means. Unfavorable variances total $3.1M at MTAHQ and $2.7M at NYCT, partially offset by a favorable variance of $0.8M at the LIRR.

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May 2026
($ in millions)

		May			May 2026 YEAR-TO-DATE		
Generic Revenue or Expense Category	Nonreimb or Reimb	Favorable (Unfavorable) $	%	Reason for Variance	Favorable (Unfavorable) $	%	Reason for Variance
Reimbursable revenue and expense activity are primarily influenced by the nature and timing of project activity. Accordingly, variances reflect the impact of the aforementioned influences as well as changes in reimbursement and vacancy assumptions, refinements to project scheduling, as well as project delays/accelerations. At MTAHQ, impacts reflect reimbursable directed patrol (police coverage) requirements. The following lists the major contributors of the variance by Agency.							
Other Operating Revenue	R	0.3	*	Agency variances were minor.	(0.5)	*	Unfavorable variance: $2.0M at MTAHQ. Favorable variance: $1.5M at MTAC&D.
Capital & Other Reimbursements	R	(7.7)	(3.4)	Unfavorable variances: $7.2M at the LIRR, $5.8M at MNR, and $0.5M at MTA Bus. Favorable variances: $4.2M at MTAHQ, $1.3M at NYCT, and $0.9M at MTAC&D.	(86.4)	(7.8)	Unfavorable variances: $41.6M at MNR, $26.4M at the LIRR, $15.1M at NYCT, $6.7M at B&T, $2.1M at MTAC&D, $1.6M at MTA Bus, and $1.6M at SIR. Favorable variance: $9.1M at MTAHQ.
Payroll	R	12.6	16.0	Favorable variances: $9.8M at NYCT, $2.5M at the LIRR, and $1.5M at the MNR. Unfavorable variance: $2.1M at MTAC&D	64.6	16.7	Favorable variances: $49.0M at NYCT, $9.8M at the LIRR, $9.5M at MNR, $3.6M at B&T, $1.4M at MTA Bus, and $1.2M at SIR. Unfavorable variance: $10.3M at MTAC&D.
Overtime	R	(1.7)	(7.3)	Unfavorable variance: $4.0M at NYCT. Favorable variances: $2.0M at the LIRR and $0.7M at MNR.	(5.8)	(5.4)	Unfavorable variances: $10.7M at NYCT and $1.6M at MTAHQ. Favorable variances: $3.8M at MNR and $2.4M at the LIRR.
Health and Welfare	R	1.5	14.7	Favorable variances: $0.6M at MNR and $0.5M at the LIRR.	6.9	14.5	Favorable variances: $3.2M at MNR, $2.1M at MTAC&D, $1.1M at the LIRR, $0.7M at MTA Bus, and $0.6M at B&T. Unfavorable variance: $0.9M at NYCT.
OPEB Current Payments	R	0.0	0.2	No variance.	0.1	1.8	No variance.
Pensions	R	3.4	29.0	Favorable variance: $2.3M at the LIRR.	15.5	27.9	Favorable variances: $9.1M at the LIRR, $2.2M at NYCT, $1.9M at MTAC&D, $1.5M at MNR, and $0.8M at B&T.
Other Fringe Benefits	R	2.0	7.3	Unfavorable variance: $0.8M at the LIRR and $0.6M at NYCT.	11.7	8.8	Favorable variances: $5.8M at NYCT, $2.3M each at MNR and the LIRR.
Reimbursable Overhead	R	(2.5)	(5.3)	Unfavorable variances: $3.8M at NYCT and $1.4M at MTAHQ. Favorable variance: $2.5M at MNR.	(1.2)	(0.5)	Unfavorable variances: $12.1M at NYCT, $7.2M at MTAHQ, and $1.5M at the LIRR. Favorable variances: $17.0M at MNR, $1.4M at MTAC&D, and $1.1M at B&T.
Electric Power	R	0.0	(19.5)	Variances were minor.	(0.1)	(55.7)	Variances were minor.
Fuel	R	0.0	95.6	No variance.	(0.2)	*	Variances were minor.
Insurance	R	0.2	22.4	Variances were minor.	0.6	15.3	Variances were minor.
Claims	R	0.0	-	No variance.	0.0	-	No variance.
Paratransit Service Contracts	R	0.0	-	No variance.	0.0	-	No variance.
Maintenance and Other Operating Contracts	R	(3.5)	(58.4)	Unfavorable variances: $1.3M at the LIRR, $1.2M at NYCT, and $1.1M at MNR.	(1.3)	(3.7)	Unfavorable variances: $4.1M at the LIRR and $1.8M at NYCT. Favorable variance: $4.3M at MNR.
Professional Service Contracts	R	(3.3)	(37.9)	Unfavorable variances: $2.5M at MNR and $0.7M at NYCT.	3.8	7.4	Favorable variances: $4.3M at MTAC&D and $0.8M at MTAHQ. Unfavorable variance: $0.9M at NYCT.
Materials & Supplies	R	(1.1)	(10.5)	Unfavorable variance: $2.2M at NYCT. Favorable variance: $0.8M at the MNR.	(4.7)	(10.2)	Unfavorable variance: $12.2M at NYCT. Favorable variance: $7.4M at the LIRR.
Other Business Expenses	R	(0.2)	(58.8)	Agency variances were minor.	(3.1)	*	Unfavorable variance of $3.2M at NYCT. Other agency variances were minor.
Subsidies	NR	2,244.9	*	The favorable variance mainly reflects a true-up for last month's timing-related delay in the receipt of $2.2 billion of MMTOA due to the late adoption of the State budget. The favorable variance also reflects MTTF of $29.1M, PMT of $28.9M, Investment Income of $5.3M, FHV of $1.2M, and ACE $1.1M. These were partially offset by unfavorable variances for Urban Tax $3.3M, City Subsidy for SIR of $2.9M, MRT of $2.2M and CDOT of $1.5M. Favorable variances were also reported for City Subsidy for MTA Bus of $28.7M, Local Operating Assistance of $2.3M, and Station Maintenance of $0.3M, all due to timing.	516.2	8.1	The favorable year-to-date variance reflects an additional $204M in the NYS Enacted Budget appropriation that was not in the MTA Adopted Budget. The favorable variance also includes PMT of $111.0M, MTTF of $108.6M, Urban Tax of $67.7M, Investment Income of $23.2M, City Subsidy of MTA Bus of $14.8M, and City Subsidy for SIR of $7.2M. Partially offsetting these were unfavorable variances for CDOT of $6.5M and MRT of $6.1M. Station Maintenance was favorable by $2.6M and Local Operating Assistance of $1.6M, both due to timing. FHV was unfavorable by $7.1M due to the timing of transfer of OBTA moneys for B&T rebates and less-than-expected receipts.
Debt Service	NR	25.4	12.0	Favorable primarily due to savings on working capital debt fees and interest, the reversal of the prior month's negative variance related to the timing of debt service, and a separate positive timing variance of approximately $5.0 million, which is expected to reverse in June.	36.7	3.1	Favorable primarily due to savings on working capital debt fees and interest, investment income, and a positive timing variance of approximately $5.0 million, which is expected to reverse in June.

Real Estate Transaction Taxes Receipts ($ in millions)
2026 Receipts vs. 2025 Receipts

2025 Actuals	2025 Act	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	YTD June
MRT-1	$288.7	$21.5	$29.4	$21.0	$20.8	$22.6	$22.0	$20.6	$28.2	$28.1	$26.6	$27.2	$20.6	$137.4
MRT-2	137.2	11.0	12.2	9.7	10.4	10.7	10.4	10.4	14.1	12.7	13.1	12.2	10.3	64.3
Total MRT	$425.9	$32.6	$41.6	$30.6	$31.3	$33.3	$32.4	$31.1	$42.3	$40.8	$39.7	$39.4	$31.0	$201.8
RPTT	$299.7	$26.5	$41.1	$20.3	$21.7	$20.0	$21.0	$12.1	$20.1	$37.6	$27.7	$32.7	$18.9	$150.6
MRT	160.5	11.7	14.0	14.3	9.9	13.9	13.8	11.0	14.5	16.6	13.4	16.2	11.2	77.6
Total Urban Tax - *NYCT 90% share*	$460.2	$38.2	$55.1	$34.5	$31.6	$33.9	$34.9	$23.2	$34.5	$54.3	$41.1	$48.9	$30.1	$228.2
Total Real Estate Taxes	$886.1	$70.8	$96.6	$65.2	$62.8	$67.2	$67.3	$54.2	$76.8	$95.1	$80.8	$88.2	$61.0	$429.9

2026 Actuals	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26	YTD June
MRT-1	$32.9	$29.1	$22.9	$27.6	$26.5	$25.4							$164.4
MRT-2	12.5	11.6	9.9	12.4	11.3	11.2							69.0
Total MRT	$45.4	$40.7	$32.9	$40.0	$37.8	$36.6							$233.4
RPTT	$40.5	$83.4	$24.8	$26.7	$20.2	$22.3							$217.8
MRT	27.9	20.8	14.8	19.2	18.0	17.7							118.4
Total Urban Tax - *NYCT 90% share*	$68.3	$104.2	$39.6	$45.9	$38.2	$40.0							$336.3
Total Real Estate Taxes	$113.7	$144.9	$72.5	$85.9	$76.0	$76.6							$569.7

Variances	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD June
MRT-1	$11.3	($0.3)	$2.0	$6.8	$3.9	$3.4							$27.0
MRT-2	1.5	(0.5)	0.3	2.0	0.6	0.8							4.7
Total MRT	$12.8	($0.9)	$2.2	$8.8	$4.5	$4.2							$31.6
RPTT	$13.9	$42.3	$4.5	$5.0	$0.2	$1.3							$67.2
MRT	16.2	6.8	0.6	9.3	4.1	3.9							40.8
Total Urban Tax - *NYCT 90% share*	$30.1	$49.1	$5.1	$14.3	$4.3	$5.1							$108.1
Total Real Estate Taxes	$42.9	$48.3	$7.3	$23.1	$8.8	$9.3							$139.7
MRT-1	52.6%	-1.1%	9.3%	32.4%	17.1%	15.2%							19.6%
MRT-2	13.6%	-4.4%	2.9%	19.3%	5.9%	7.7%							7.3%
Total MRT	39.4%	-2.1%	7.3%	28.1%	13.5%	12.8%							15.7%
RPTT	52.5%	102.9%	22.4%	23.1%	1.1%	6.1%							44.7%
MRT	138.2%	48.9%	3.9%	94.5%	29.3%	28.0%							52.6%
Total Urban Tax - *NYCT 90% share*	78.7%	89.2%	14.8%	45.4%	12.7%	14.8%							47.4%
Total Real Estate Taxes	60.6%	49.9%	11.3%	36.8%	13.1%	13.8%							32.5%

Real Estate Transaction Taxes Receipts ($ in millions)

Adopted Budget vs. Actual Receipts

2026 Adopted Budget	2026	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26	YTD June
MRT-1	$311.3	$25.9	$25.9	$25.9	$25.9	$25.9	$25.9	$25.9	$25.9	$25.9	$25.9	$25.9	$25.9	$155.7
MRT-2	154.6	12.9	12.9	12.9	12.9	12.9	12.9	12.9	12.9	12.9	12.9	12.9	12.9	77.3
Total MRT	$466.0	$38.8	$38.8	$38.8	$38.8	$38.8	$38.8	$38.8	$38.8	$38.8	$38.8	$38.8	$38.8	$233.0
RPTT	$281.8	$23.5	$23.5	$23.5	$23.5	$23.5	$23.5	$23.5	$23.5	$23.5	$23.5	$23.5	$23.5	$140.9
MRT	189.3	15.8	15.8	15.8	15.8	15.8	15.8	15.8	15.8	15.8	15.8	15.8	15.8	94.6
Total Urban Tax - *NYCT 90% share*	$471.0	$39.3	$39.3	$39.3	$39.3	$39.3	$39.3	$39.3	$39.3	$39.3	$39.3	$39.3	$39.3	$235.5
Total Real Estate Taxes	$937.0	$78.1	$78.1	$78.1	$78.1	$78.1	$78.1	$78.1	$78.1	$78.1	$78.1	$78.1	$78.1	$468.5

2026 Actuals	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26	YTD June
MRT-1	$32.9	$29.1	$22.9	$27.6	$26.5	$25.4							$164.4
MRT-2	12.5	11.6	9.9	12.4	11.3	11.2							69.0
Total MRT	$45.4	$40.7	$32.9	$40.0	$37.8	$36.6							$233.4
RPTT	$40.5	$83.4	$24.8	$26.7	$20.2	$22.3							$217.8
MRT	27.9	20.8	14.8	19.2	18.0	17.7							118.4
Total Urban Tax - *NYCT 90% share*	$68.3	$104.2	$39.6	$45.9	$38.2	$40.0							$336.3
Total Real Estate Taxes	$113.7	$144.9	$72.5	$85.9	$76.0	$76.6							$569.7

Variances	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26	YTD June
MRT-1	$6.9	$3.1	($3.0)	$1.7	$0.6	($0.6)							$8.7
MRT-2	(0.4)	(1.3)	(3.0)	(0.5)	(1.6)	(1.7)							(8.3)
Total MRT	$6.6	$1.9	($6.0)	$1.2	($1.0)	($2.2)							$0.4
RPTT	$17.0	$59.9	$1.3	$3.2	($3.3)	($1.2)							$76.9
MRT	12.1	5.1	(0.9)	3.5	2.2	1.9							23.8
Total Urban Tax - *NYCT 90% share*	$29.1	$65.0	$0.4	$6.6	($1.1)	$0.7							$100.7
Total Real Estate Taxes	$35.7	$66.8	($5.6)	$7.8	($2.1)	($1.5)							$101.2
MRT-1	26.7%	12.1%	-11.6%	6.4%	2.2%	-2.1%							5.6%
MRT-2	-2.7%	-9.8%	-22.9%	-3.6%	-12.2%	-13.1%							-10.7%
Total MRT	17.0%	4.8%	-15.4%	3.1%	-2.6%	-5.8%							0.2%
RPTT	72.3%	255.0%	5.6%	13.6%	-14.0%	-5.0%							54.6%
MRT	76.6%	32.2%	-5.9%	21.9%	14.0%	12.1%							25.2%
Total Urban Tax - *NYCT 90% share*	74.1%	165.5%	1.0%	16.9%	-2.7%	1.9%							42.8%
Total Real Estate Taxes	45.7%	85.6%	-7.1%	10.0%	-2.7%	-1.9%							21.6%

METROPOLITAN TRANSPORTATION AUTHORITY
Farebox Recovery and Operating Ratios
2026 Adopted Budget and Actuals

FAREBOX RECOVERY RATIOS

	2026 Adopted Budget Full Year	2026 Actual May YTD
New York City Transit	25.5%	26.1%
Staten Island Railway	3.6%	3.5%
Long Island Rail Road	19.0%	18.0%
Metro-North Railroad	28.0%	28.0%
MTA Bus Company	17.7%	16.8%
MTA Total Agency Average	**24.1%**	**24.3%**

FAREBOX OPERATING RATIOS

	2026 Adopted Budget Full Year	2026 Actual May YTD
New York City Transit	35.3%	35.0%
Staten Island Railway	5.8%	5.9%
Long Island Rail Road	31.6%	29.8%
Metro-North Railroad	40.3%	38.5%
MTA Bus Company	21.6%	19.2%
MTA Total Agency Average	**34.3%**	**33.5%**

(1) Farebox recovery ratio has a long-term focus. It includes costs that are not funded in the current year, except in an accounting-ledger sense, but are, in effect, passed on to future years; those costs include depreciation and interest on long-term debt. In addition, the recovery ratio allocates centralized MTA services to the Agencies, such as Security, the costs of the Inspector General, Civil Rights, Audit, Risk Management, Legal and Shared Services.

(2) Farebox operating ratio focuses on Agency operating financial performance. It reflects the way MTA meets its statutory and bond-covenant budget-balancing requirements, and it excludes certain costs that are not subject to Agency control, but are provided centrally by the MTA.

(3) In the agenda materials for the Meeting of the Metro-North and Long Island Rail Road Committees, the calculations of the farebox operating and recovery ratios for the LIRR and MNR use a revised methodology to put the railroads on a more comparable basis. Those statistics, which are included in the respective financial and ridership reports of both Agencies, differ from the statistics presented in this table.

(4) Long Island Rail Road farebox operating and recovery ratios include expenses associated with the Grand Central Madison Operating Company (GCMOC), which is responsible for the LIRR-operating portion of Grand Central Terminal.

Fuel Hedge Program

Fuel Hedging Program: Active Ultra-Low Sulfur Diesel (ULSD) Hedges

Date	Gallons Hedged	Percent of Expected Gallons Purchased*	Weighted Average Hedge Price for Each Month	2026 Adopted Budget (February Plan) Forecasted Commodity Price
June-26	2,645,466	49	2.19	2.17
July-26	2,556,244	46	2.18	2.17
August-26	2,649,408	48	2.17	2.17
September-26	2,443,308	48	2.17	2.17
October-26	2,770,490	50	2.17	2.17
November-26	2,522,092	50	2.16	2.17
December-26	2,626,256	50	2.15	2.17
January-27	2,504,669	44	2.15	2.15
February-27	2,296,373	45	2.16	2.15
March-27	2,454,053	45	2.20	2.15
April-27	2,497,844	45	2.25	2.15
May-27	2,532,586	45	2.32	2.15
June-27	2,226,027	42	2.33	2.15
July-27	2,335,866	42	2.34	2.15
August-27	2,069,152	37	2.36	2.15
September-27	1,714,009	33	2.38	2.15
October-27	1,616,027	29	2.41	2.15
November-27	1,260,945	25	2.46	2.15
December-27	1,094,150	21	2.54	2.15
January-28	938,853	17	2.64	2.14
February-28	636,052	12	2.74	2.14
March-28	453,017	8	2.77	2.14
April-28	229,785	4	2.82	2.14

*MTA's fuel hedging program mitigates budget risk by dollar cost averaging approximately 50% of projected fuel expenses. The goal of the program is to be 50% hedged for the next 12 months. Monthly hedges are equal to approximately 4% of the projected fuel purchases expected to occur 13-24 months from each hedge execution date. The actual percentage hedged could be higher or lower than the 50% target depending on the actual levels of fuel consumption. While the fuel heding program includes compressed natrual gas, there are currently no actve hedges.

Annual Impact as of Jun 3, 2026

	($ in millions)		
	2026	**2027**	**2028**
Ultra Low Sulfur Diesel			
Current Prices vs. 2026 Adopted Budget	($94.409)	($67.037)	($50.257)
Impact of Hedge	32.987	16.187	0.108
Net Impact: Fav/(Unfav)	($61.422)	($50.850)	($50.149)
Compressed Natural Gas			
Current Prices vs. 2026 Adopted Budget	($25.712)	($4.572)	($6.518)
Impact of Hedge	0.000	0.000	0.000
Net Impact: Fav/(Unfav)	($25.712)	($4.572)	($6.518)
Summary			
Current Prices vs. 2026 Adopted Budget	($120.120)	($71.609)	($56.775)
Impact of Hedge	32.987	16.187	0.108
Net Impact: Fav/(Unfav)	($87.134)	($55.422)	($56.668)

JUNE 2026

MTA REAL ESTATE

FINANCE COMMITTEE AGENDA ITEMS

1. TRANSACTIONAL ACTION ITEMS

Metropolitan Transportation Authority

a. License with 980 BLC Owner LLC for staging and access for the Oak AC Substation in support of the Penn Station Access Project, Bronx, NY

MTA New York City Transit

b. Lease with JJR Realty LLC for an MTA Bus employee parking lot on 4865 Arthur Kill Road, Staten Island, NY

MTA Long Island Rail Road

c. Disposition of property to Farrell Building Company, Inc. located at 52 Foster Avenue, Bridgehampton, NY

2. INFORMATION ITEMS

a. Report on agreements entered into directly by the Real Estate Department pursuant to board policy

Legal Name	Popular Name	Abbreviation
New York City Transit Authority	MTA New York City Transit	NYC Transit
The Long Island Rail Road Company	MTA Long Island Rail Road	LIRR
Metro-North Commuter Railroad Company	MTA Metro-North Railroad	MNR
Triborough Bridge and Tunnel Authority	MTA Bridges and Tunnels	MTA B&T
MTA Construction and Development Company	MTA Construction and Development	MTA C&D
MTA Bus Company	MTA Bus Company	MTA Bus
MTA Grand Central Madison Operating Company	Grand Central Madison	GCMC

Staten Island Rapid Transit Operating Authority is a subsidiary of the Metropolitan Transportation Authority. Its popular name is MTA Staten Island Railway (abbreviated as SIR).

Manhattan and Bronx Surface Transit Operating Authority is a subsidiary of the New York City Transit Authority (abbreviated as MaBSTOA).

METROPOLITAN TRANSPORTATION AUTHORITY

Staff Summary

Metropolitan Transportation Authority

Subject	Date
LICENSE WITH 980 BLC OWNER LLC FOR THE OAK AC SUBSTATION IN SUPPORT OF THE PENN STATION ACCESS PROJECT	**JUNE 24, 2026**
Department: **REAL ESTATE**	Vendor Name
Department Head Name: **DAVID FLORIO**	Contract Number
Department Head Signature	Contract Manager Name
Project Manager Name: **ANGELA SZU**	Table of Contents Ref. #

Board Action					
Order	**To**	**Date**	**Approval**	**Info**	**Other**
1	MNR	06/22/26		X	
2	Finance Committee	06/22/26	X		
3	Board	06/24/26	X		

Internal Approvals			
Order	**Approval**	Order	Approval
1	Legal		
2	Chief Administrative Officer		
3	Chief Financial Officer		

AGENCY:	Metropolitan Transportation Authority ("MTA") and MTA Metro-North Railroad ("MNR")
LICENSOR:	980 BLC Owner LLC ("Turnbridge")
LOCATION:	980 East 149th Street, Bronx, New York (Block 2599, Lot 87, Block 2599, Lot 62, Block 2599, Lot 175)
PREMISES:	Paved parking lot and undeveloped land (53,541± square feet combined)
USE:	Construction and staging in connection with the Oak AC Substation for the Penn Station Access project ("PSA")
ACTION REQUESTED:	Authorization to enter into a license agreement
TERM:	One (1) year with six (6) one (1) month extension options for a total term of eighteen (18) months
COMPENSATION:	Not to exceed $87,500 per month for base term and any extension term(s), for a total compensation not to exceed $1,575,000

COMMENTS:

PSA will be a new MNR link to Penn Station that will provide one-seat passenger rail service for MNR's New Haven Line customers. An upgrade to the power systems will be needed at various sites along the new MNR service corridor to provide adequate power for the expected increase in train traffic due to PSA. PSA's infrastructure improvements include construction of four new MNR stations, two new substations in the Bronx, and other right-of-way augmentations.

The Oak AC Substation is part of the power system upgrades to Amtrak's Hell Gate Line, necessitated by the increased train traffic PSA is expected to bring. As part of the construction of the Oak AC Substation a retaining wall and feeder duct banks will be constructed within the Premises.

MTA Real Estate is in active negotiations with Turnbridge to determine the license and extension fees for the license agreement. Based on comparable appraisals obtained to date, the monthly compensation for the license agreement is expected to be $87,500 or less. Since PSA is utilizing the design-build project delivery method, the license agreement base term may need to be extended to accommodate unforeseen circumstances. After negotiations with Turnbridge have concluded, MTA Real Estate will inform the MTA Board what the compensation is determined to be for the license agreement as well as any adjustments to the base and extension terms resulting from design-build construction phasing refinements.

The above-described license agreement is required to enable the construction of the new Oak AC Substation to commence without delay while the terms of a permanent easement agreement are negotiated.

Based on the foregoing, MTA Real Estate requests authorization to enter into a license agreement with Turnbridge at the aforementioned terms and conditions.

MTA NEW YORK CITY TRANSIT

Staff Summary

Metropolitan Transportation Authority

Subject	Date
LICENSE WITH JJR REALTY LLC FOR AN MTA BUS EMPLOYEE PARKING LOT ON 4865 ARTHUR KILL ROAD, STATEN ISLAND, NY	JUNE 24, 2026
Department: REAL ESTATE	Vendor Name
Department Head Name: DAVID FLORIO	Contract Number
Department Head Signature	Contract Manager Name
Project Manager Name: ARTURO ESPINOZA	Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	06/22/26	X	X	
2	Board	06/24/26	X	X	

Internal Approvals			
Order	Approval	Order	Approval
1	Legal		
2	Chief Administrative Officer		
3	Chief Financial Officer		

AGENCY:	MTA New York City Transit ("NYCT")
LICENSOR:	JJR Realty LLC
LOCATION:	4865 Arthur Kill Road, Staten Island, NY
PREMISES:	50,000± square feet of paved parking and vacant land
USE:	Parking of licensed vehicles and shuttle bus operations of NYCT personnel between the Licensed Area and the Charleston Bus Depot.
ACTION REQUESTED:	Authorization to enter into license agreement
BASE TERM:	Two (2) months commencing on delivery of the Premises with Licensor's Work completed
EXTENSION TERM:	Up to four (4) successive extension terms of one (1) month's duration each for a total term duration not to exceed six (6) months
COMPENSATION:	$40,000 per month for base term and any extension term(s)

COMMENTS:

An MTA Construction and Development (MTA C&D) project at NYCT's Charleston Bus Depot (the "Depot") in Staten Island required a larger staging area at the Depot property than anticipated. Therefore, the relocation of employee vehicles to an alternate location within a ten-minute drive of the Depot is immediately required. MTA Real Estate engaged the brokerage services of its real estate consultant/broker CBRE, to search for a parking lot capable of accommodating up to 160 vehicles.

CBRE, MTA Real Estate, and NYCT visited three sites and selected the 4865 Arthur Kill Road property which best meets the parameters set forth by NYCT. Licensor Work includes the application of gravel and stabilizing fabric on adjacent grass to increase the size of the parking area and the re-activation of electrical service serving the existing light poles. NYCT will make a one-time payment of $5,000 in additional compensation to share in the costs of Licensor Work.

To prepare the parking lot for NYCT occupancy, MTA C&D will stripe the lot to mark parking spaces, modify the fence in two places to improve vehicle and pedestrian access, install signage, set up a canopy with benches to provide shelter, and install Yodox barriers to protect ramp and gate areas (collectively, "Licensee's Work"). The Licensor consents to the aforementioned improvements conditioned on restoration to the condition existing immediately prior to NYCT's occupancy.

FINANCE COMMITTEE MEETING
LEASE WITH JJR REALTY LLC FOR AN MTA BUS EMPLOYEE PARKING LOT ON 4865 ARTHUR KILL ROAD, STATEN ISLAND, NY (Cont'd)

Since time was of the essence due to the imminent MTA C&D project and to avoid being subject to delay penalties due to site access issues, Real Estate signed a license committing to a base term of 2 months with total compensation of $85,000

on June 15, 2026, pursuant a Board policy (adopted September 21, 2015 and last modified June 27, 2023) permitting the MTA to license, lease, or acquire property rights in support of a capital project or ongoing operations where compensation to the grantor is less than $100,000.

Based on the foregoing, MTA Real Estate requests authorization to enter into the extension options contemplated in the license with JJR Realty LLC at the above-described terms and conditions.

MTA LONG ISLAND RAIL ROAD

Staff Summary

Metropolitan Transportation Authority

Subject	Date
DISPOSITION OF PROPERTY TO FARRELL BUILDING COMPANY, INC. LOCATED AT 52 FOSTER AVENUE, BRIDGEHAMPTON, NY	**JUNE 24, 2026**
Department: **REAL ESTATE**	Vendor Name
Department Head Name: **DAVID FLORIO**	Contract Number
Department Head Signature	Contract Manager Name
Project Manager Name: **XAVIER CARRERA**	Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	LIRR	06/22/26		X	
2	Finance Committee	06/22/26	X		
3	Board	06/24/26	X		

Internal Approvals			
Order	Approval	Order	Approval
1	Legal		
3	Chief Administrative Officer		
2	Chief Financial Officer		

AGENCY:	MTA Long Island Rail Road (“LIRR”)
GRANTEE:	Farrell Building Company, Inc. (“Farrell”)
LOCATION:	52 Foster Avenue, Bridgehampton, New York 11932 Portion of tax map lot 3, located on LIRR’s Montauk Branch
PREMISES:	40,000± square feet of land improved with three structures
ACTION REQUESTED:	Authorization enter into a purchase and sale agreement and dispose of the Premises
COMPENSATION:	$1,051,000

COMMENTS:

MTA Real Estate issued a Request for Proposals to sell the above-referenced location on July 31, 2025. Three proposals were received as follows:

Proposer:	Compensation:
Farrell Building Company	$1,051,000
Fingleton Electric Inc.	$800,000
Fredette Building & Farmland LLC	$700,000

The highest proposal, offering a purchase price of $1,051,000, was selected for award.

The LIRR had advised MTA Real Estate that the structures on the Premises were in disrepair and were no longer needed for operations and may be disposed of. The LIRR also confirmed that access through the Premises is not necessary, as alternative access points to the adjacent right-of-way are available.

Farrell will acquire the property by quitclaim deed in “as-is” condition and, as a condition precedent to closing, Farrell will be required to diligently pursue subdivision of the tax lot and obtain subdivision approval within eighteen (18) months following execution of the purchase and sale agreement.

Additionally, Farrell will assume full responsibility for all environmental conditions associated with the site. Farrell shall fully indemnify, defend, and hold harmless the MTA, the LIRR, and their respective affiliates and subsidiaries from any claims, related to such environmental conditions.

Compensation offered by the Grantee is consistent with the independent valuation obtained by MTA Real Estate.

Based on the foregoing, the MTA Real Estate requests authorization to enter into a purchase and sale agreement and dispose of the Premises to the Farrell Building Company, Inc. under the above-described terms and conditions.

INFORMATION ITEMS

REPORT ON AGREEMENTS ENTERED INTO DIRECTLY BY THE REAL ESTATE DEPARTMENT PURSUANT TO BOARD POLICIES
June 2026

Agency	Agreement Type/ Counterparty	Location/Premises	Use	Term	Compensation	RFP Proposals
MNR	Access License Licensor: Wakefern Food Corp.	8 Joyce Road, New Rochelle, NY 10801	Access to MNR's New Rochelle Yard for the purpose of removing trees and other landscaping located on the ROW	3 months until work completion	$5,000 per month and reimbursement of incremental increase(s) to snow removal costs	N/A
MNR	Construction License Licensor: Montefiore Medical Center	1140 Sackett Avenue, Bronx, NY 10461	Construction of a subsurface pipe for ROW drainage	1/28/26 - 12/31/26 or earlier as work is completed	Reimbursement of reasonable costs associated with disassembling, relocating, and reassembling parking stackers during PSA's construction	N/A
MNR GCT	Short Term Retail License Licensee: Beautelier, LLC	Grand Central Terminal / Graybar Kiosk	Retail sale of skincare, natural perfume oils, hand soaps, lotions, vitamin C serums, handmade soaps, and candles	1 Year	$37,200	N/A
MNR GCT	License Agreement Licensee: Azor Bake Shop, Inc. dba Zaro's Café	Grand Central Terminal / Dining Concourse LC-42A	Retail sale of iconic kosher New York–style bakery items, including fresh bagels, rugelach, challah, cakes, and cookies.	3 years with 5% annual base rent escalation	Year Rent 1 $78,561.00 2 $82,489.05 3 $86,613.50	N/A
GCMOC	Lease Agreement Lessee: Azor Bake Shop, Inc. dba Zaro's Café	Grand Central Madison / B3290	Retail sale of iconic kosher New York–style bakery items, including fresh bagels, rugelach, challah, cakes, and cookies.	10 years with 3% annual escalations for years 4 through 10	Year Rent 1 $0.00 2 $0.00 3 $24,000.00 4 $24,720.00 5 $25,461.60 6 $26,225.45 7 $27,012.21 8 $27,822.58 9 $28,657.26 10 $29,516.97 NPV @ 6% $146,110.92	**Angelina's Bakery** Year Rent 1 $70,440.00 2 $76,310.00 3 $78,599.00 4 $80,957.00 5 $83,386.00 6 $85,888.00 7 $88,464.00 8 $91,118.00 9 $93,852.00 10 $96,667.00 NPV @ 6% $612,877.44 **Aunty Anne's** Year Rent 1 $58,500.00 2 $60,255.00 3 $62,063.00 4 $63,925.00 5 $65,842.00 6 $67,818.00 7 $69,852.00 8 $71,948.00 9 $74,106.00 10 $76,329.00 NPV @ 6% $486,650.02 **SP Meadery** Year Rent 1 $17,610.00 2 $18,138.00 3 $18,682.00 4 $19,243.00 5 $19,820.00 6 $20,811.00 7 $21,644.00 8 $22,509.00 9 $23,410.00 10 $24,580.00 NPV @ 6% $149,265.16
GCMOC	First Ammendment To License Agreement Licensee: Joey Bats Café NYC LLC, d/b/a/ Joey Bats	Grand Central Madison / GCMK-07	Retail sale of Portuguese pastries, pastéis de natas and various Portuguese beverages.	1 Year	18% Gross Sales	N/A
LIRR	License Agreement Licensee: Jamaica Center for Arts and Learning, Inc.	Eight various locations in Jamaica, Queens, NY	Painting murals on underpasses of various locations for beautification.	1 Year	Fee Waived	N/A
MNR	Permit Agreement Permittee: Town of Ossining	Ossining Station Parking Lot	Parking in connection with the Town's annual Earth Day event	1 Day	Fee Waived	N/A
LIRR	Permanent Easement Grantor: HP Jamsta Housing Development Fund Company, Inc. & CJ Plaza One LLC	Property adjacent to LIRR ROW in the vicinity of Jamaica Station (Queens Block 9998, Lots 91, 1001, 1002, 1003, 1004)	Permanent aerial easement needed for the installation of signal equipment in connection with LIRR's JCI project	Permanent	$6,000	N/A
MNR	Short-Term Parking Permit Permitee: Dia Center for the Arts, Inc.	Beacon Station, Lot 1	Station parking lot for overflow parking and shuttle bus parking	1 Day	Fee Waived	N/A
NYCT	License Agreement Licensor: NYC Department of Housing Preservation, and Development (HPD)	Parking Lot located at the corner of 220th and 9th Avenue, New York , NY	Temporary parking for approximately 60 buses during ongoing construction at Kingsbridge Bus Depot	Two (2) months	None	n/a
LIRR	Private Connection, Use and Easement Agreement Grantor: Ronk Hub Pump Station 1, LLC	Adjacent to Ronkonkoma Train Wash Facility	Sewer connection utility fee	Permanent	$390,000	N/A